THE EVENING TELEGRAPH.

VOL. XIV—NO. 24. PHILADELPHIA, FRIDAY, JULY 29, 1870. DOUBLE SHEET—THREE CENTS.

FIRST EDITION

THE WAR IN EUROPE.

France on the Sea.

Her Iron-Clad Fleet.

Inferior to that of England.

Views of the London Press.

Condemnation of Napoleon.

His Responsibility for the War.

A Great Prussian Soldier.

Prince Frederick Charles.

The Prussian Position

THE FRENCH IRON-CLADS.

Napoleon's Iron-Clad Fleet—The Names and Tonnage of the Vessels.

Below we give a more complete list of the iron-clad fleet of France than has as yet been published. The vessels to whose names asterisks are affixed are either just begun or have only been ordered. The names of the vessels and their tonnage are as follows:—

Ships' Names.	Tons.	Ships' Names.	Tons.
Magenta	6737	La Gallissonniere*	3400
Solferino	6691	Victorieuse*	4110
Friedland	7180	Montcalm*	5400
Marengo	7120	Jeanne d'Arc	3400
Ocean	7180	Reine Blanche	3400
Suffren	7180	Thetis	3400
Richelieu*	7180	Taureau	2438
Colbert*	8314	Belier	3400
Trident	8314	Boule Dogue	3400
Couronne	5982	Cerbere	3400
Gloire	5630	Tigre*	3400
Invincible	5524	Fatxhans	1539
Normandie	5636	Palestro	1539
Flandre	5711	Pelho	1507
Gauloise	5711	Saigon	1507
Guyenne	5711	Embuscade	1222
Heroine	5711	Impreuable	1222
Magnanime	5711	Protectrice	1242
Provence	5711	Refuge	1242
Revanche	5711	Arrogante	1331
Sa ur	5711	Implacable	1331
Surveillante	5711	Opiniatre	1331
Valeureuse	5711	Rochambeau (late	
Belliqueuse	3847	Dunderburg)	7000
Alma	3400	Onondaga, two-turret	
Armide	3400	monitor	2000
Atalante	3400		

The Iron-Clad Fleets of France and England Compared.

The London *Pall Mall Gazette* has the following comparison of the iron-clad fleets of France and England:—

The French authorities always profess to make a great mystery about their iron-clads, their number, tonnage, guns, thickness of armor-plating, etc. But it is only outsiders who are mystified. Everything which the French are doing and have done is as well known, not only at Whitehall, but also at Vienna, Berlin, and St. Petersburg, as it is at Brest or L'Orient, Cherbourg or Toulon. The French have now on their list of iron-clads fifty-one vessels; forty-five of these are finished and at sea, or could be at sea within a month, six are building and not likely to be finished within the next two years. Of these vessels no fewer than thirty-six are wooden vessels razeed and plated with armor; only eleven are built entirely of iron; only one, the Marengo, is composite, with a frame of iron and sides of wood coated with armor. The most costly French-built vessel is the Couronne, which cost for hull and fittings £191,000. The most costly in the whole fleet is the Rochambeau (late the Dunderberg), which the French bought from the United States in 1867, paying £480,000 for her, of which amount £440,000 is to this day regretted in French nautical circles. With the Dunderberg came also the Onondaga, which was cheap at £80,000. The three most formidable vessels which the French have ever planned are the Colbert, Trident, and Richelieu, which was begun last December at Toulon. The first two are sister-ships of 8314 tons, 320 feet long, coated with 8-inch armor, and intended at present to carry thirty ponderous guns. The Richelieu is to be of the same length and armor, but of 7180 tons. These vessels will be larger than any iron-clads ever yet projected. The Victorieuse, another great iron-clad, of more than 4000 tons, figures in the French list, but this has only been ordered, and not yet begun. La Galissonniere, too, is very backward in its progress, and will take more than another year to finish. Of the French fleet, eleven are under 1200 tons, fourteen under 3000, and fourteen over 3000 but under 5000. Taking the mean average of the speed of all on trial trips, it gives scarcely 10 knots, the highest, the Marengo, giving only 14·5, and some as low as 7 knots. The average armor plating of the French vessels is 5½ inches, ranging from 4 inches to 8½ inches. The thickest armor, however, is a mere belt above and below the water line, and none of the French vessels have the powerful armored bulkhead across the stem and stern to save them from a raking fire, under which they would fall easy victims to an active enemy. The great weight of armor which the largest class of French vessels carry is 1800 tons, and the smallest 279 tons, and their greatest number of guns is 14.

The English have now ready thirty-five iron-clad vessels either at sea or ready for it, and five more could be added to this number in less than three months—forty in all. Others, of course, are building or launched, such as the Sultan, Audacious, Invincible, Iron Duke, Vanguard, etc,, and could soon be got ready. Still, in number, we should have five vessels less than the French, though in actual fact our fleet as to theirs would be as one hundred to fifty in consequence of greater size, speed, strength, and armaments. The average speed of the whole English fleet is as nearly as possible 12 knots, the highest, the Agincourt, being 14½ knots, and the lowest, the Vixen, 8.894. Only four vessels in our list, the Enterprise, Vixen, Waterwitch, and Viper, which are mere gunboats, though armored and carrying heavy guns, are smaller than those in the French navy. Class for class, we immensely exceed the French in tonnage thickness of armor and number and weight of guns. The difference on the whole of the two lists may be represented between France and England as five to eight.

REPORTS BY MAIL.

The London Press on the Declaration of War—A Causeless Conflict—Napoleon's Desire to Restore His Lost Prestige by Avenging Sadowa.

By the arrival of the steamship Cuba at New York, we have European advices by mail to July 16

The London "Times" on the Declaration of War.

The London *Times* of July 16 thus announces the declaration of war by France against Prussia:—

"The greatest national crime that we have had the pain of recording in these columns since the days of the first French empire has been consummated. War is declared—an unjust but premeditated war. *This dire calamity, which overwhelms Europe with dismay, is, it is now too clear, the act of France—of one man in France. It is the ultimate result of personal rule.*"

The *Times* of the same date, in discussing the grievances of France, condemns her course in the following emphatic language:—

"No dispassionate person will now doubt that France has carried her fancied advantage too far, and she will find it extremely difficult to screen herself from the suspicion that the aim of her policy has all along been to force a quarrel upon Prussia, with a settled purpose either to fight or to humble her, if she perseveres in making demands upon her after the resignation of the Hohenzollern Prince has removed the last shadow of a pretext for hostility. The part assigned to M. Benedetti at Ems is only too much in keeping with the violent language in which the Duc de Gramont first introduced the subject to the legislative body. However deeply France might resent the affront put upon her by Prim's unwise proposal, nothing can justify the deliberate provocation with which the discourtesy of Spain has been visited upon Prussia. If the information conveyed by the Berlin despatches yesterday be confirmed, if M. Benedetti urged upon the King of Prussia any demand whatever beyond the renunciation of Prince Leopold, and if he did so in the unbecoming manner described. France must not only expect to see the tide of opinion setting in against her, but she will also forfeit the sympathy which had been bestowed upon her on the first announcement of the alleged grievance. She will stand forth as the disturber of the public peace, and justify those charges of which we were to the last desirous to acquit her. By going so far out of her way to seek one quarrel, France can scarcely anticipate how many more she may bring upon herself; for, in our days, the manifold relations which bind States in a community of interests cannot be partially deranged without giving rise to unforseen complications. It is questionable whether any advantage in the cabinet or any success in the field be worth obtaining at such a price; and possibly, now that the French statesman have wilfully brought themselves to the brink of a war, they shudder at the prospect their own rashness opens before them."

Napoleon Making War to Insure the Succession of His Son.

The London *Spectator*, of July 16 comments on the declaration of war in the following forcible terms:—

"War was formally proclaimed by the French Government at 2 P. M. on Friday, in a manifesto to the Chambers, which, according to Reuter, makes the pretext for war a circular from the King of Prussia, justifying the affront to M. Benedetti, and releasing Prince Leopold from all obligation to decline the throne of Spain. The real cause of war, the vote of fifty thousand soldiers against the empire, is of course not mentioned; but Paris has gone mad with patriotic pride, the French army is moving on the Rhine, and Europe must pass through a year, perhaps years, of misery, *in order that one single man may secure the career and the position of one single child.* This war has no cause, no motive, no justification, save the fear of Napoleon Bonaparte that without it his boy's succession would not be clear.

"The Emperor Napoleon has succeeded, by a series of insults almost without precedent in diplomacy, in forcing Germany to war."

Sadowa Must be Avenged.

In commenting on the causes of the war, the *Spectator* says:—

"The orators of the opposition made much of Sadowa. Sadowa reappeared too often in the prefects' reports. Fifty thousand soldiers voted against the empire, and the main cause was believed to be the loss of military prestige France had suffered in Europe since Sadowa. If the dynasty were to last, if the soldiery were to be always ready to fire upon Parisians, if the weakly lad now riding velocipedes was ever to ascend the throne, *Sadowa must be avenged.* That was the Emperor's conviction, and accordingly, with that supreme selfishness, that callous recklessness of human misery which in all great crises he has invariably displayed, he resolved on war—war with Prussia, with the Rhine for the prize!

"Sadowa was not avenged because Serrano fled; there must be at least some open humiliation of Prussia; and accordingly France demanded that King William as King should pledge Prussia never to allow any member of her royal family, however distant, to ascend the throne of Spain—that is, should acknowledge that he had commenced and had failed in a gigantic intrigue. To make sure of a repulse, the French ambassador, M. Benedetti, received instructions which induced him to assail the King on the public promenade of Ems with this demand, an affront which, even in the history of French diplomacy, always able but so often arrogant, is almost without a parallel. It was met with haughty dignity, the King looking steadily at M. Benedetti, ordered the aide-de-camp by his side to inform him that he declined to receive him, having no further communication to make—and the Emperor had at last succeeded. He had aroused the German heart at last. It was, then, insult that he meant to be accepted, under penalty of war, and Germany stood up ready for the inevitable conflict. Cool, cynical Berlin, which believes in no one, Hohenzollerns and Providence included, no sooner heard of this incident than it rose storming for war, and before these words reach our readers the orders will have been issued which call into the field the army which won Sadowa.

"This is, we believe, the only true, as it is certainly the only intelligible, explanation of the astounding incidents of the week, and we question if in history there is such another instance of an attack on the human race in the interest of an individual. France was not only not threatened by Spain, but knew she was not threatened; for from the first it was understood that Spain, whether she persisted or not, would be permitted to be neutral. Prussia, on the other hand, was not only not threatening France, but rather than wage a purposeless war submitted to see her dynasty refused permission to accept a compliment from a friendly nation. Napoleon, unprovoked, or victorious over the provoker, deliberately plunges all Europe into war, in order that by the seizure of the Rhine, or the visible humiliation of the Prussian king, he may regain a shattered prestige with the soldiery who support his throne.

"France enters on war in her own strength only, amid the disapprobation of Europe, under the leadership of a man of sixty-two, who has never shown any capacity for generalship, and who sets before him an end to do what has never yet been done—to turn a nation's history back. With France in the field, it is folly to predict defeat or even repulse; but if past history ever justifies prediction about the future, Germany will not be unmade, and the Napoleons will be found to have wearied the patience of Heaven out."

NAPOLEON'S PROMISES.

His Devotion to Republicanism in 1840—His Invocation of Curses upon Himself if He Betrays His Principles.

Just now Napoleon is showering promises upon Germany, but no one believes that he has the remotest notion of keeping them. In 1840, when he made his ridiculous attempt at raising an insurrection by landing with fifty-three reckless adventurers like himself near Boulogne, he issued the following proclamation, which, in view of his recent pledges to both France and Germany, possesses a renewed interest:—

"I appear among you as a warm and true Democrat and Republican. I take the shadow of the man of the century as the symbol of the promise which I now solemnly make. I will be, as I always was, a child of France. In every Frenchman I will ever see a brother. The Democratic Republic is the object of my adoration, and I will be her Minister. Never will I try to clothe myself in Imperial robes. May my heart cease to beat on the day when I forget what I owe to you—what I owe to France. May my lips forever be closed if I say a word against the Republican Sovereignty of the French people. May I be cursed if I suffer doctrines to be taught in my name contrary to Democratic principles and the government of the Republic. May I be condemned if I lay a treasonable hand upon the rights of the people, either with their consent or against their will by force. And now trust me, as I trust you, and may this call from me be like a prayer to Heaven. *Vive la Republique!* LOUIS NAPOLEON BONAPARTE."

THE PRUSSIAN COMMANDER.

Prince Frederick Charles, the Commander-in-Chief of the Army of the Rhine.

The leading General of the Prussian army is one who has as yet received very little attention from the American press. In Prussia he is regarded as far superior to the Crown Prince, and as the equal if not the superior of the veteran Von Moltke.

Prince Frederick Charles of Prussia, present Commander-in-Chief of the Prussian army of the Rhine, son of Prince Frederick, was born March 20, 1828. He is the beloved Charles Alexander, and nephew of the King, chief of his army and a man of such extraordinary military talents that we might safely pronounce him a military genius. The eyes of the entire German people are now turned upon him in unlimited trust and confidence. It would be interesting as well as instructive to follow step by the formation and development of this extraordinary character, but, even if our space did not forbid entering into minute details, the reluctance of the Prince to all publicity, and his stern refusal to furnish his biographers any information beyond what has already become historical concerning him, would preclude all idea of such an undertaking. Like all Prussian princes, Frederick Charles had to enter the Prussian army when scarcely ten years old, it being considered necessary that every descendant of the house of Hohenzollern, no matter what his individual inclination may be, should become fully acquainted with the military service of his country, and that whatever career he may ultimately follow he may be called upon at any moment to draw his sword for the defense of Fatherland in times of danger. With Frederick Charles there was no need of compulsion. The warlike spirit of his ancestors animated him even in his earliest youth, and induced him to devote himself with enthusiasm to his military studies. The result of this innate love of everything connected with the army soon became apparent in the rapid progress he made in the military school of instruction. The study of the life and glorious deeds of Frederick the Great filled his leisure hours, and it is said that he was, on several occasions, severely reprimanded for passing entire nights over the "Seven Years' War" and the study of the plans of battle adopted by that illustrious captain. At the outbreak of the first war of Schleswig-Holstein, in 1848, he was assigned to the staff of the Commander-in-Chief of the Prussian forces, General von Wrangel, when, at the battle of Schleswig, his impetuosity and his entire disregard of all danger, while imperilling his life at every instant, did not fail to encourage the troops, and materially aided in securing the victory to the Prussian eagle. During the campaign in Baden in 1849 he likewise distinguished himself on various occasions. Fifteen years of peace now followed, during which the Prince resumed his theoretical studies of the science of war, made himself familiar with all branches of the army, and showed conclusively his superior talent for the organization as well as for the skilful disposition of large armies. The disregard of treaties by Denmark resulting in a declaration of war against that power by Austria and Prussia, the second campaign in Schleswig-Holstein was soon entered upon, and although General von Wrangel was at first appointed Commander-in-Chief of the combined armies, the command of the Prussian division was intrusted to Prince Frederick Charles, December 15, 1863. He at once recognized the fortified place of Duppel to be one of the greatest Danish strongholds, and a formidable barrier to the advance of the German armies into Danish territory. He therefore decided upon a regular siege and investment of the position. The severity of the winter in these northern latitudes interfered considerably with his operations, and it was not until April, 1864, that he thought it safe to order first the bombardment and then the storming of the fortifications. Twice the assault was repulsed with serious slaughter, until at last the intrepid commander grasped the flag of the regiment of Royal Guards and, personally leading his troops to a third attack, drove the enemy out his stronghold and gained a decided victory, the Danes losing over 5000 men and 118 pieces of artillery. Being defeated in several other important engagements, the Danes saw the impossibility of further resistance, and a treaty of peace was signed on October 30, 1864. At the outbreak of hostilities between Prussia and Austria in 1866, Prince Frederick Charles was called to the command of the 1st Division of the Prussian army, immediately marched his troops to the frontier, which he crossed on June 23, and in ordering the attack upon the forces of the enemy, addressed his men with the words:—"May your hearts beat towards God and your fists upon the enemy." A succession of splendid victories at Liebenau, Turnau, Podois, Munchengratz, and Gitschin having forced the enemy into the interior of Bohemia, Prince Frederick Charles, who knew the Austrians to have occupied a formidable position on the heights beyond the Bistritz, requested the Crown Prince Frederick William to come to his assistance with the 2d Division of the army, but attacked the enemy on the morning of July 3, without awaiting his arrival. The Prussians fought desperately, but the position of the enemy was so well chosen, and their artillery so favorably placed, that the Prince could not gain a decided advantage over them, and it was not until the arrival of the 2d Division, under the Crown Prince, that the enemy lost ground, retreated under the deadly fire of the Prussians, and was finally completely routed, running in all directions, and in the wildest confusion. This ended the celebrated battle of Sadowa. The enemy was pursued from the 5th to the 12th. Brunn was taken, and the Prussian troops found themselves near the capital of Austria, ready at a moment's notice to march upon Vienna. The interference of France resulting in the treaty of Prague, this ever memorable campaign was at an end, Austria humiliated, and her former military prestige lost forever. As might be anticipated from a man who had taken such a conspicuous part in the brilliant achievements of the Prussian army, our hero, although proud of his troops, and willingly admitting their superiority over any European army which could then be marshalled against them, had nevertheless become aware of some serious drawbacks and errors hitherto overlooked in the organization of the Prussian army, and at once concluded to advocate such reforms as his experience had convinced him to be absolutely necessary. Meeting with opposition in high quarters, he is said to have resolved to submit his opinions to the approval of the highest military authorities, and it is generally believed that he is the author of an anonymous pamphlet published in Frankfort, which has attracted the greatest attention from the Government, and has been the cause of the recent important reforms in the Prussian army.

THE PRUSSIAN POSITION.

The Line from Treves to Merzig.

A cable despatch from London reports four hundred thousand Prussians concentrated between Treves and Merzig. Merzig is situated on the river Saar, twenty-two miles south of the first named position. As such a line as is here described, running from south to north, instead of southeast and northwest, exposes the flank and rear of the Prussian army to an attack by way of Saarquemines, Neunkirchen, and Frederichsthall, the truth of the report may be doubtful. The alleged position of the Prussians also enables the French army to keep its centre steady, while the wings close in upon the Prussians. A glance at a map will show that unless the Prussian line is extended beyond Saarbuck, its extreme left can be turned and driven in upon the centre. The Saar river, on which Merzig is situated and which seems to form a natural fortification, is a stream some 120 miles in length, of which barely fifty miles are navigable. Should the Prussians be posted on the right bank they can effectually prevent any crossing in front by the French. But what would otherwise be a source of advantage to them is neutralized by the fact that it enables the French to mass an overwhelming force on their extreme left, which is precisely what the French will do if the position of their enemy is as stated in the reports.

GERMANY IN AMERICA.

General Franz Sigel on the European War.

A reporter of the N. Y. *Times* lately called upon General Franz Sigel, and received the following views from him on the European war:—

The General stated that he would like to go to Germany, and to be with the German army as agent of the German Patriotic Aid Society of this city and country. But if going there he would go as an American citizen, not desiring to give up his American citizenship and to enter foreign military service. He believed that the war would not last very long, and that it would be concluded either by next winter or early in the spring. As reasons for this opinion he said that the war would absorb too many men and too much means for two European nations like those engaged in it, with their heavy burdens of public debts, with which especially France was saddled, to stand it any longer.

In the present war no experiments would be made, but all known great principles of strategy would be brought to bear against each other by both belligerents at once, and in the main only decisive battles would be fought. These battles would be fought on the Rhine. The war would doubtless be very bloody, and a decisive battle might cost either side from 40,000 to 50,000 men. As to the relative superiority of the Chassepot or needle-gun, the General stated that the former had a more simple mechanism and would be fired four times, while the latter was fired only three times, but the lattter would shoot further, and could be kept more easily in order. It could not be said which of the two arms was the superior. While Germany (the German part of Austria excluded) and France were about equal in their populations (each numbering about 38,000,000 inhabitants), the number of men able to bear arms was in Germany larger than in France.

The war would be won by that one of the belligerent parties that could in the shortest time rally the largest number of troops and would show the greatest gallantry and skill. Thus the war would be decided. If the Germans should win they could more easily go into the interior of France toward Paris than the French could go, if victorious, into the interior of Germany toward Berlin. The reason for this was that in France in that direction the course of the rivers flowing from east to west and the lines of operation were alike, while in Germany the rivers, with the exception of the Moselle, flowing from south to north, were natural barriers for defense, instancing the Rhine, Weser, and Elbe.

As to the Germans in this country who intended to go back to Germany in order to join the German army, the General knew no particulars. He stated that those who were naturalized citizens and intended to do so had to re-emigrate to Germany.

If France is victorious in the struggle, she will have made one great step forward in the conquest of England. She will be able at some auspicious moment to surprise and beat the English before any other nation will have time to interfere. France will then realize the Napoleonic idea of a great centralized Empire of Western Europe, and substitute that Empire to the proposed constitutional or republican confederation of the "United States of Western Europe." If, on the other hand, Prussia, that is, Germany, comes out victorious, such a centralized empire will not be possible, or at least probable, because it would be against the Germanic and American idea of self-government, as represented in Switzerland, the Free Cities, the North German Confederation, and the United States of America. Germany will be united, but will preserve political life in all her parts, and will never be cut up in unnatural fractions, like they are presented by the Departments in France.

THE CABINET.

Formidable Political Movements—Pennsylvania's Chances.

The New York *World's* Washington correspondent writes:—

A private letter received here from Long Branch, from a quarter entitled to credit, says that the President's sudden intention of going to St. Louis is to escape a formidable movement of politicians who desire to impress upon him the necessity of remodelling his Cabinet so as to give Pennsylvania a representative, in order that the October election may be carried in that State. Simon Cameron, it is said, heads the movement, which the President has knowledge of in time to escape. However, the President writes to Gen. Dent from Long Branch that he is enjoying himself, and that he is less run down with office-seekers and persons wishing to consult with him than he expected. He further states that although he is receiving many requests for an extra session of Congress, he will not call one except it be demonstrated by the actual commencement of hostilities in Europe that the interests, commercial and political, of the country demand it. In about ten days he will visit St. Louis and other portions of the West. He will travel privately, and will avoid, as far as possible, all public demonstrations.

N. Y. MONEY MARKET SATURDAY.

From the N. Y. Herald.

"The Wall street markets continue dull. The cable telegrams represented the situation in Europe as much more warlike to-day, and gold was steady in anticipation of a battle. The gold market now includes a large line of speculative contracts, the 'short' interest having been organized by the 'bulls' of the Stock Exchange with a view to depress gold and advance stocks.

"Money was very easy and on call rates ranged from 3 to 6 per cent., according to the class of collaterals and standing of borrowers. Commercial paper was more salable at seven per cent.

"Before the board gold was selling at 121¼, from which there was an advance to 122 on the announcement that the Bank of England had further advanced the rate of discount to five per cent. Later, on the report that despite this advance in the interest rate and lower quotations for consols, our bonds were buoyant and had advanced to 82¾, gold declined to 121¾, but the rumor circulating that the despatch was bogus, gold ran back to 121¾. The downward course of the market is checked by the large specie shipments and the firmness of sight exchange, which rose to 110¼.

"In the gold loan market the rates ranged from six per cent. for carrying to flat for borrowing.

"The Government purchased two millions of bonds for the special fund. The offerings were only a little over two and a half millions."

SECOND EDITION

LATEST BY TELEGRAPH.

Napoleon to His Army.

A "Stirring" Address.

The Traditions of Victory.

Africa, Italy, and Mexico.

Especially Mexico!

"The Eyes of the Universe."

"The Fate of Liberty."

And All that Sort of Thing.

Still Another Skirmish

And Another French Defeat

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

Napoleon to His Army.

PARIS, July 29.—The following is the proclamation of the Emperor to the army on assuming the command in person:—

"Soldiers, I come to take my place at your head to defend the honor and the soil of our country. You go to the combat against one of the best armed of European countries, but other countries as valiant as this have not been able to resist your valor. It will be the same to-day. The war which now commences will be long and hardly contested, for its theatre will be a place hedged with obstacles and thick with fortresses; but *nothing is beyond the persevering efforts of the soldiers of Africa, Italy, and Mexico.* You will prove once more what the French army is able to accomplish, animated by a sentiment of duty, maintained by discipline, and influenced by the love of country. Whatever road we may take across our frontier we will find upon it glorious traces of our fathers, and we will show ourselves to be worthy of them. All France follows you with ardent prayers, and the *eyes of the universe are upon you!* Upon our success depends the fate of liberty and civilization.

"Soldiers, let each one do his duty and the God of Battles will be with us.

"NAPOLEON.

"At General Quarters at Metz, 28th July, 1870."

Another Skirmish—The French Discomfitted.

BERLIN, July 28—Midnight.—A French detachment of three companies and eighty horse yesterday attacked half of the Prussian 69th Regiment of Foot at Vockinger. After a short engagement the French retired, with the loss of one officer and eight men. On the Prussian side one man was wounded.

This Morning's Quotations.

LONDON, July 29—11 30 A. M.—Consols opened at 89¼ for money and account. American securities quiet. United States 5-20s of 1862, 82; of 1865, old, 82; of 1867, 81; 10-40s, 80½. Stocks quiet. Erie, 15½; Illinois Central, 102; Great Western, 21.

LIVERPOOL, July 29—11·30 A. M.—Cotton opened dull; middling uplands, 7¾d.; middling Orleans, 8d. Sales estimated at 7000 bales. The sales of the week have been 57,000 bales, of which 5000 were for export and 2000 for speculation. Stock on hand 589,000 bales, of which 30,000 are American. The receipts of the week have been 37,000 bales, 18,000 of which are American. Corn, 34s. 3d.

LONDON, July 29—11 30 A. M.—Refined petroleum dull. Linseed oil dull.

BREMEN, July 29.—Petroleum opened dull yesterday.

HAMBURG, July 29.—Petroleum opened quiet and closed quiet and steady, and unchanged since yesterday's report.

This Afternoon's Quotations.

LONDON, July 29—2 P. M.—Consols 89¼ for money and account. American securities quiet. United States 5-20s of 1862, 82¼; of 1865, old, 82½; of 1867, 82; 10-40s, 81. Stocks quiet.

LONDON, July 29—2 P. M.—Linseed Cakes quiet at £11 5s. Sperm oil dull at £85.

LIVERPOOL, July 29—2 P. M.—Cotton—the stock at sea bound to this port is estimated at 475,000 bales, of which 59,000 are American. Red winter Wheat, 10s. 6d.@10s. 7d. Corn, 34s. Peas, 39s. 6d.@40s. Receipts of Wheat for the past three days, 12,000 quarters, of which 10,000 are American.

ANTWERP, July 29.—Petroleum opened heavy.

FROM WASHINGTON.

Naval Orders.

Despatch to the Associated Press.

WASHINGTON, July 29.—Commander Walker and other officers have been detached from the command of the Sabine and await orders.

Midshipmen Clarke, Conley, Bradbury, Mahan, Bulkley, Bixler, Bassett, Rohrer, Norris, Delebay, May, Greyden, Low, Hadden, Manahan, Coffin, McFarlane, Longnecker, Blanchard, Stuart, Barry, Nelson, Houston, Hobson, Franklin, Mason, Briggs, Turner, Handy, Paine, Buckingham, Wiley, Mitchell, Field, Curtis, Brown, Arthur, Kimball, Patch, Niles and Harris are detached from the Sabine and ordered to the Naval Academy on the 30th of September for examination for promotion.

Lieutenant Commander Nelson is detached from the receiving ship New Hampshire and ordered to the Saco.

Lieutenant Talcott is detached from the Saco and ordered to that receiving ship.

FROM THE SOUTH.

Texas Cotton Market.

GALVESTON, Texas, July 28.—The cable news has caused buyers to withdraw from the market. Good ordinary, 12½c. Net receipts, 59 bales; stock, 8219 bales.

The Weather at the Seashore.

ATLANTIC CITY, July 29.—Wind, west; clear; thermometer, 78.

FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE,
Friday, July 29, 1870.

The money market to-day is without noticeable feature, the rates on call ranging from 5@6 per cent. and from 6@8 per cent. for prime discounts of short date. These figures are rather high compared with those ruling in New York, and it is difficult to account for the fact in view of the immense demand each day in that city for purposes of speculation. In this market money is in abundance and accessible at the above rates to all possessed of first-class credit or ample collaterals, but without these requisites borrowers generally receive a cold shoulder from lenders generally.

The gold market continues quite active and strong, with sales ranging from 121¼@121¾, closing about noon at 121⅝.

Government bonds still tend upward, and we notice a further advance of about ¼ per cent. all through the list.

Stocks were active and strong. In City 6s there were sales of the new at 100¾. Lehigh gold loan sold at 89.

Reading Railroad was active and advanced, selling at 48⅛@48⅝, b. o.; Pennsylvania Railroad sold freely at 57¾ and Lehigh Valley at 56¾. 36¾ was bid for Catawissa preferred; 27⅞ for Philadelphia and Erie; and 43⅞ for Oil Creek and Allegheny, b. o.

The balance of the list was quiet but steady.

PHILADELPHIA STOCK EXCHANGE SALES.

Reported by De Haven & Bro., No. 40 S. Third street.

FIRST BOARD.

$6700 City 6s, N.Is.	100¼	500 sh Read R.	b30.	48·56	
$1400 C & A m 6s, '89		200	do	ls.	48¾
small lots.	96	100	do	c.	48⅝
$5000 do.	95½	100	do	c.	48¾
$100 N Penna 6s.	95	100	do	b30.	48·56
$5000 Pa R 2d mt 6s	102	100	do	c.	48¾
$5000 W Jersey R 6s	91	200	do	b30.	48·56
$1000 Leh 6s, '84 c.	83	100	do	b30.	48·56
$2000 Leh Gold L.	89	300	do	ls. b30.	48·56
$500 do.	89¾	100	do	b30.	43·56
$3000 Phil & E 7s.	88	100	do	c.	48·44
38 sh Penna R.	57⅛	200	do	ls. b10.	48¾
44 sh Lel Val.	56⅝	500	do	b10.	48¾
100 sh Read	48⅝	500	do	b5&1.	48¾
100 do	48⅜				

JAY COOKE & Co. quote Government securities as follows:—U. S. 6s of 1881, 112⅝@113⅛; 5-20s of 1862, 110@110¼; do. 1864, 109¾@110; do. Nov. 1865, 110@110¼; do. do., July, 109@109⅜; do. do., 1867, 109@109¾; do. 1868, 109⅝@109¾; 10-40s, 107@107⅛; Pacifics, 110⅜@111⅛; Gold, 121¾.

MESSRS. DE HAVEN & BROTHER, No. 40 S. Third street, Philadelphia, report the following quotations:—U. S. 6s of 1881, 112⅝@113⅛; do. 1862, 110@110¼; do. 1864, 109¾@110; do. 1865, 110@110¼; do. 1865, new, 109@109¾; do. 1867, do. 109@109¾; do. 1868, do. 109⅜@109⅝; 10-40s, 107@107¼; U. S. 30 Year 6 per cent. Currency, 110¼@111; Due Comp. Int. Notes, 19; Gold, 121¾@121⅝; Silver, 113@115; Union Pacific Railroad 1st Mort. Bonds, 81@82; Central Pacific Railroad, 855@870; Union Pacific Land Grant Bonds, 740@770.

NARR & LADNER, Brokers, report this morning Gold quotations as follows:—

10·00 A. M.	121¾	10·53 A.M.	121⅝
10·01 "	121¾	10·58 "	121⅝
10·23 "	121¾	11·34 "	121⅝
10·50 "	121¾	12·01 P. M.	121⅞

Philadelphia Trade Report.

FRIDAY, July 29.—There is no change in Cloverseed, and the sales are only in small lots from second hands at $9·50. The new crop Timothy has made its appearance, and sells at $6@6·50. The market continues bare of Flaxseed, and it is much wanted by the crushers.

There is nothing doing in Bark. We quote No. 1 Quercitron at $30 per ton and Chestnut at $15@16 per cord.

The Flour market is extremely quiet, the inquiry being extremely small, both for shipment and home use, but prices have undergone no quotable change. A few hundred barrels were disposed of at $5·50@5·62½ for superfine; $5·75@6·12½ for extras; $6@6·50 for low grade and medium up to $7@7·25 for choice and fancy spring wheat extra family; $7@7·50 for Pennsylvania do. do.; $7@7·62½ for Indiana and Ohio do. do.; and $7·75@8·50 for fancy lots. Rye Flour is firm at $6. In Corn Meal no movement.

There is less activity in Wheat, and the receipts are increasing. Sales of 500 bushels Pennsylvania red at $1·65 and 3000 bushels Indiana and Ohio do. at $1 61@1·63. Rye is steady at $1·10. Corn is very quiet, with sales of yellow at $1·10 and mixed Western at $1@1·04. Oats are dull; sales of Pennsylvania at 63@65c. and new Southern at 64c.

Whisky is dull. We quote Western iron-bound at $1·04.

New York Stock and Money Market.

NEW YORK, July 29.—Stocks dull. Money 3@5 per cent. Gold, 121¾. 5-20s, 1862, coupon, 110¼; do. 1864, do., 110; do. 1865, do., 110; do. 1865, new, 109; do. 1867, 109; do. 1868, 109¾; 10-40s, 106¾. Virginia sixes, new, 60; Missouri sixes, 89; Canton Company, 62; Cumberland preferred, 35; New York Central and Hudson River, 93¾; Erie, 20¾; Reading, 96¾; Adams Express, 65¾; Michigan Central, 118; Michigan Southern, 90¾; Illinois Central, 130½; Cleveland and Pittsburg, 107½; Chicago and Rock Island, 113¼; Pittsburg and Fort Wayne, 92¾; Western Union Telegraph, 34½.

LATEST SHIPPING INTELLIGENCE.

For additional Marine News see Inside Pages.

(By Telegraph.)

NEW YORK, July 29. — Arrived, steamship Australia, from Glasgow.

PORT OF PHILADELPHIA.....JULY 29

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

7 A. M.....79 | 11 A. M.....86 | 2 P. M.....90

CLEARED THIS MORNING.

Steamer Chester, Jones, New York, W. P. Clyde & Co.
Brig Courier, Lund, Genoa, L. Westergaard & Co.
Schr Cherub, Layman, Georgetown, Reppler, Gordon & Co.
Schr Emma B. Shaw, Shaw, Boston, do.
Schr William Walton, Hunter, Boston, do.
Schr A. H. Leaming, Brower, Boston, do.
Schr G. M. Wentworth, Robinson, Boston, do.
Schr Fannie G. Warner, Dickerson, New London, Lennox & Burgess.
Tug Hudson, Nicholson, Baltimore, with a tow of barges, W. P. Clyde & Co.
Tug Chesapeake, Merrihew, Havre-de-Grace, with a tow of barges to W. P. Clyde & Co.

ARRIVED THIS MORNING.

Steamship Pioneer, Wakeley, 50 hours from Wilmington, N. C., with cotton and naval stores to Philadelphia and Southern Mail Steamship Co.
Steamer Ann Eliza, Richards, 24 hours from New York, with mdse. to W. P. Clyde & Co.
Por. bark Mary Cook, Farfar, 54 days from Liverpool, with salt to Alex. Kerr & Bro.
Bark Larissa, Seaman, 14 days from Cienfuegos, with sugar to S. & W. Welsh—vessel to L. Westergaard & Co.
Brig Neuvitas, Trask, 7 days from Bangor, with lumber to Benton & Bro.—vessel to Knight & Sons.
Schr Aid, Smith, from Providence.
Schr Albert Pharo, Holmes, from Providence.
Schr Mary Ellen, Bishop, from New Haven
Schr Curtis Tilton, Somers, 5 days from Boston, with ice to Knickerbocker Ice Co.
Schr Jane N. Baker, Reed, from Richmond, Me., with ice to Knickerbocker Ice Co.
Schr Ephraim and Anna, Green, 5 days from Boston, with ice to City Ice Co.
Tug Thos. Jefferson, Allen, from Baltimore, with a tow of barges to W. P. Clyde & Co.
Tug G. B. Hutchins, Davis, from Havre-de-Grace, with a tow of barges to W. P. Clyde & Co.

MEMORANDA.

Ship Forest Eagle, Hosmer, from Liverpool for Philadelphia, was spoken 16th inst., lat. 59 12, long. 8 39.

Steamers Missouri, Edwards, for Havana; Wm. Taber, Plummer, for San Francisco; Gen. Barnes, Mallory, for Savannah; and Benefactor, Pennington, for Wilmington, N. C., cleared at New York yesterday.

Brig C. V. Williams (of Philadelphia), Thompson, from Charleston, S. C., at New York yesterday.

Brig Circassian, hence for Boston, remained ashore (28th inst.) on the Shoveiful Shoals leaking, having been abandoned by the wreckers. Part of the cargo, coals, will be saved.

Schr Harmon Curtis, Curtis, for Philadelphia, cl'd at St. John, N. B., 26th inst.

Schr J. W. Fish, Harris, for Philadelphia, cleared at Calais 23d inst.

Schr Mary A. Tyler, Tyler, hence, at Providence 27th inst.

Schrs J. S. Weldin, Crowell; Elvie Davis, Hand; William T. Dennis, Lake, all for Philadelphia; and Blast,

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics—Compiled Every Day for the Evening Telegraph.

THE PEOPLES OF EUROPE AND THE GREAT WAR.

From the N. Y. Herald.

To and fro the tide of opinion sways, from side to side, in reference to the right and the strength of this power or of that in the terrible conflict which threatens to cover Christendom with blood and ashes. The number of the armies is counted, the array of fleets is given in elaborate detail, and the ability of the leaders and the captains is extolled in endless articles. France, Prussia, England, Russia, Italy, etc., are mentioned confidently as undivided units of strength. But as yet no one in the press of Europe or America has bethought him, or at least has expressed the thought, that there may somewhere beneath the surface reside a vast, silent, suffering multitude of men to whom the marching and countermarching of these hosts mean ruin, misery, and death. What has the individual in either nation embattled against the other to charge upon the poor working man or peasant who lives and toils beyond the dividing frontier? He is a brother in poverty, and in oppression, perhaps, with the conscript who is suddenly called from his humble hearth so face bayonet and bullet for a cause he does not comprehend and to the benefit of men who have been the masters of him and of his kindred before him for hundreds of years. Peace is the gospel of civilization and progress, and war is the doctrine of every violence and every vice. A century ago this was not comprehended, but to-day of the one hundred and fifty millions of human beings who people Europe the vast majority, in accepting the general truths of the religion of Christ and receiving the rudiments of knowledge, have learned to look upward for a higher glory than to manure the soil for the ambitious satisfaction of a prince, and to a nobler end of life than the memory of wounds and slaughter received by their comrades or inflicted upon their antagonists.

This is the idea that pervades the working masses—the true bone and sinew—of Europe. Emperors and kings issue pompous orders from their palaces and bodies of armed soldiery advance to the field of death; but the million—the mass of suffering, toiling men—remember that on the East and West they have only brethren laboring and praying like themselves. This is the inner tone that we begin to discover already in the great diapason of war that sounds in our ears from beyond the Atlantic. At Strasbourg, at Cologne, at Geneva in Switzerland, at Florence and Milan in Italy, the popular party, as contradistinguished from the Court and the army, has spoken. When, as early as 1851, M. Romieu predicted the coming of the "Red Spectre" he feared the terrific outburst of revolutionary passion that then threatened to overthrow all forms of order in Europe. But the rise of Napoleon III and his military government conjured the ghost and laid it with the welcome formula, "The empire is peace." Peace alone was the safety, and only with peace could the old systems hope for any lingering permanence. But now it has been shown by war after war, culminating at last in a catastrophe that has no better pretext than the succession to a discarded crown in a country of but third or fourth-rate importance in the world, that while the monarchical system endures and standing armies are tolerated there is no guarantee against a sudden deluge of blood. The only rainbow in the sky to the nations of the earth is seen in the colors of the republic, one and universal. This is a mighty lesson, and at the hour while we write the peoples of the Eastern hemisphere watch impatiently for the moment when by mutual defeats the iron rod wielded by either hand of armed power shall be worn and broken. Every necessary of life made costlier, the very finger of Providence, by its shortening bounties in the harvest field and its burning heats on land and sea, pointing to a period of intense tribulation, how shall the people exult in mutual slaughter?

The voice of the humble ascends to the throne of God for rescue from this endless scourge. The prayers of all good men go up incessantly for peace and for the banishment of the causes and instruments of war. How shall the most venerable and most enlightened nations of the world continue this bloody orgie while on the hither borders of the ocean there is a spectacle of strength, prosperity, and happiness with liberty, and without the sword, continually offered to their gaze? This war, with its accumulated horrors, will do more to utterly disgust men with the grim Moloch that has so long deluded and trampled on them, and its memories will more incline them to the cause of republicanism, and, we believe, of final truth and peace among nations, than any event since the crucifixion.

THE THEATRE OF THE WAR.

From the N. Y. Sun.

Good maps of Europe can be found in every household—every school atlas contains them—and all who wish to follow the developments of the war with intelligence will do well to gather from the map a clear idea of the general features of the country in which the fighting is to take place. In studying the map, the first object to be examined is the boundary line between France and Germany; and its most obvious peculiarity is that near Lauterburg it forms almost a right angle. One side of the angle is marked by the Rhine, the other is a conventional line from east to west. The aggregate length of these two sides is less than 300 miles. Luxemburg and Belgium on the northwest and Switzerland on the southeast are neutral territories, and do not come into consideration at present, as their neutrality will doubtless be respected, at least during the earlier stages of the conflict.

The Rhine rises among the glaciers of the central Alps, flows north to the deep lake of Constance, and thence pursues a westerly course as far as Basel, the capital city of the Swiss canton of the same name. From Basel it flows north by east to the great German fortress of Mentz, or Mayence, in Hesse. This part of its valley is a fertile, low plain, about thirty miles wide, which is bounded on both sides by mountains and elevated plateaus, on the east by the Black and Oden Forests, and on the west by the Vosges and Haardt mountains.

At Bingen, a few miles west of Mentz, the Rhine changes its course to the northwest, traversing a deeply-cut gorge of the Rhenish plateau. It is this part of its valley which is so famous for its picturesque beauty, and whose vine-clad hills, turreted castles, and hoary ruins attract so many tourists from all parts of the world.

From Basel to the little river Lauter the Rhine flows between France and the grand duchy of Baden. For the next 350 miles it flows through German territory, having the Bavarian Palatinate, a small part of Hesse, and a large part of the Prussian Rhine province, upon its western bank.

The affluents of the Rhine, whose banks will soon resound with the din of battle, are the Moselle and the Nahe. The Moselle rises on the western flanks of the Vosges mountains, flows through the hilly region of northeastern France, then separates Luxemburg from Prussia, and at last traverses a very tortuous and deeply cut valley. It receives the Sarre, or Saar, which, rising in France, flows through southwestern Prussia. The Nahe rises in Prussia, and flows into the Rhine at Bingen. Its tributary, the Glan, flows through a valley which opens into the valley of the Saar.

We may safely assume that the first battle of the war will be fought near the northeastern boundery of France, somewhere between the valley of the Rhine and the valley of the Moselle. The Prussian forces are massed on the north, the French on the south of this line. Each army has in its rear a series of strongly fortified places, with which several lines of railway maintain an easy and rapid communication.

The country between the Rhine and the Moselle consists of two belts of hilly plateaus, which are separated by the valley of the upper Saar, the Glan, and the lower Nahe mentioned above. The eastern belt includes the Haardt and the northern continuation of the Vosges mountains. It is covered with dense forests and intersected in an irregular manner by numerous gorges and valleys, which would seriously impede military operations. A railroad crosses it on German soil, connecting Mannheim and Speyer on the Rhine, by way of Kaiserlautern, with Saarbruck on the Saar. Another railroad crosses on French soil from Strasbourg to Sarrebourg.

The western belt includes elevated ridges and broken table lands, and, although easier of access than the eastern, would make the march of an invading force extremely difficult and fatiguing. A railroad from Bingen follows the valley of the Nahe, and leads to Saarbruck on the Saar, and thence to Metz on the Moselle.

It is most likely that the operations at the opening of the campaign will be conducted through the two valleys above described. The broken ground enclosing them will afford excellent positions for defense and offense. The country is such as to give ample opportunity to the commanders to carry out brilliant manœuvres; and it remains to be seen which of the two parties will exhibit the greater talent, promptness, and celerity.

France has along her northwestern frontier a series of secondary fortresses, which are not very important, except as points of support in a position occupied by the army. Such are Lauterbourg and Weissenbourg, east of the Vosges mountains, and Thionville, on the Moselle. Further inland are two fortified places of the first rank, Strasburg on the Rhine, and Metz on the Moselle, neither of which would be passed by an invading army without absorbing at least a corps of observation.

The only Prussian fortress near the frontier is Saarlouis on the Saar, which materially aids in the defense of this valley. On the Rhine there are several fortresses of the first rank, two of which are at present considered by good authorities impregnable—Metz, opposite the mouth of the Main river, and Ehrenbreitstein, opposite the mouth of the Moselle, near the city of Coblentz.

The plans of operations are of course known only to the commanders and their staff officers, and all speculations regarding them are futile. Prominent officers of both armies have for years past studied the ground and its advantages for attack or defense. The strategical design adopted by either side has been carefully matured, and it is not likely that grave errors will be committed. General von Moltke, of the Prussian army, proved his skill in the brilliant campaign of 1866. Whether the French possess an officer of equal genius is doubtful. Their recent campaigns in the Crimea and Northern Italy did not show a strategist of great resources.

The operations will be of extreme interest, not only from the magnitude of the armies, but still more from the intellectual forces arrayed against each other.

"DRAPERY MISSES."

From the N. Y. Times.

A French journalist, M. Bertrand, has discovered a new trade, which he says is carried on in London. It is the delight of many Parisians to detect fresh and heinous sins in the British capital, which, through the pens of its writers, has so long flaunted virtuous indignation before the eyes of naughty Paris. The gay denizen of the Boulevards regards London much as the people of other American cities regard Boston—that is to say, as a "whited sepulchre," whose misdeeds are real if not flagrant, and whose "rank corruption mining all within infects unseen." M. Bertrand's new trade is an illustration of this concealed turpitude, and his account of it must have been quite a delicious morsel for his current literary repast. It consists, as he explains, in carefully selecting handsome girls of low station, and, after making a strict bargain with them, adroitly teaching them to play the part of young ladies. They are washed, dressed in the fashion, given a few lessons in deportment and speech, and then judiciously exhibited in Rotten Row, the Zoological Gardens, the opera, and other fashionable resorts, until they "attract the attention and gain the heart and ultimately the hand of some rich man." The enterprising operator is a matrimonial agent. After him, of course, comes the deluge. "Little by little," says the delighted M. Bertrand, "the poetic illusions of the honeymoon disappear, until at last the husband discovers that he has married a girl without position or education. So much the worse! But in the meanwhile the bargain has been struck, and the matrimonial agent has pocketed his premium."

These deceptive syrens are called, it appears, "Drapery Misses," and one reason why so many vulgar-looking women are at the head of rich men's families in England is that each of their husbands in the callow years of youth was caught by a "Drapery Miss." It seems to be taken for granted that while originally dazzled by the spells of his enchantress—aided by her ingenious preceptor—the average Englishman is totally incapable of perceiving the absence of the education and manner which are characteristic of young ladies. Any cook-maid, with fine eyes, a profusion of sunny hair, and a superficial lacquer of style acquired, let us say, in six easy lessons, can subdue this amorous John Bull, and bear him off in triumph. The horrid truth subsequently dawns upon him by slow degrees. As passion cools reason assumes her sway, and the deluded Benedick looks around to take vengeance on the too accomplished agent who has betrayed him; but, meanwhile, that dexterous speculator has retired to some distant seashore, or secluded village, to prepare more "Drapery Misses" for the hymeneal market. The happy possessor of the cook-maid makes the best of a bad bargain, and their future marital felicity is typified in the experiences of Mr. and Mrs. Candle.

Although unable to accept M. Bertrand's amusing statement precisely as he would have us, we have no doubt there is some indirect truth in it, for the following reasons:—It is admitted, and is indeed a subject of general complaint in England, that men shirk marriage, and especially shirk it in their own rank in life. Women are more numerous in England than men, and by natural laws, the reverse operation of which has been seen in California and Australia, are relatively less sought after. Living is very costly, female dress has been growing more extravagant, and at the same time female pretensions, including what relates to the government of the family, have become more exacting. Englishmen hesitate more, therefore, than they once did to put their heads in the noose. At the same time, the worship of mere beauty in women—for reasons easy to point out—is more prevalent than ever. By all these circumstances the chances of success for schemes like those of M. Bertrand's "Drapery Misses" manifestly increase. Eager to carry their point, neither the "Miss" nor her instructor is likely to be over-strenuous as to settlements, the victim, even if suspicious, as in fact he often would be, touching the obscurity of his charmer's origin, might secretly hope to be compensated by her economical habits in the future, and the lady's good looks might thus carry the day, when in other circumstances her intending spouse would shrink from matrimony altogether. M. Bertrand is perhaps not so far wrong as regards the substantial occurrence of what he depicts, although he probably commits an error in declaring that to be a regular trade which only presents itself as an occasional conspiracy. What is really odd about his story is, that M. Bertrand should impute to London a business which at least four French dramatists, during the last few years, have, by implication, fastened upon Paris; a fact of which it appears not a little remarkable that a French journalist should be ignorant.

MEMORIALS AS MERCHANDISE.

From the N. Y. World.

To honor our dead is one of the deepest, as certainly it is one of the most nearly universal, of human instincts. To do them honor by making real sacrifices in their behalf is a practice so prevalent—from the cremation of herself to which "every woman as calls herself a lady" feels compelled upon the death of her lord in aboriginal India, and the sacrifice of horses and dogs which accompanies the funeral of a warrior in aboriginal America, to "the splendid sorrows that adorn the hearse" of civilization, and the monuments in which good-feeling and bad taste have combined to "disfigure and present" the virtues of the dead in the cemeteries of civilization, from Montmartre to Greenwood—that we are justified in considering it one of the few indisputable indications of the real as well as the nominal kindred of mankind. Any conspicuous disregard, and, much more, any conspicuous defiance of this instinct inflicts a shock upon us, though it be told of a stranger. It is a feeling of real pain that it causes when it is told of such a familiar friend to all of us as Charles Dickens.

Precisely what circumstances have necessitated the sale of the novelist's effects we are not informed, and it is neither necessary nor decent for us to inquire. It is, however, a perfectly public fact that his death has left his family in a condition very far removed from destitution; and it is a perfectly fair comment upon that fact to say that the sudden dispersion, by public sale, of the treasured trifles which had been accumulated during a lifetime by private diligence and private taste was neither a necessary nor decent thing to do, and that with a proper feeling on the part of those who may have permitted or compelled it, it would have been an impossible thing to do. That this view was taken of it by those who were concerned in it we may conclude from the proclamation which the executors of Mr. Dickens' will have very properly put forth, that no choice was left them by those in whose behalf they were acting, and who might have been expected to cherish a more tender regard for Mr. Dickens' memory and a higher appreciation of the sanctity of whatever objects were closely associated with that memory than themselves.

It is not at all consoling to find that what was thus essentially a shabby transaction was rendered shabbier still by the vulgarity with which it was conducted; nor will the shame which strangers feel, and which members of his own household seem not to have felt, over what may strictly be called a desecration of the memory of Mr. Dickens, be at all allayed by the announcement that the associations which gave the objects thus disposed of the extrinsic value which was their main value, were so much more precious to strangers than to those to whom they ought to have been most precious that the collection sold for five or six times its intrinsic value. For that announcement only goes to show that they of a man's own household may speculate upon the existence and efficacy in others of an affectionate remembrance which prompts them to sacrifice money for the possession of memorials which they themselves are willing to sacrifice for money.

This disagreeable topic would hardly be worth treating were it not that it exhibits a British phase of a lack of right feeling in a direction which the PBritish harisee assumes to be a peculiarly American direction. It is the custom in the British navy, as it is not the custom in the American navy, to expose for sale the effects of the sailor who has died at sea. To have his raiment parted among his survivors, and to have lots cast for his vesture, was the supreme posthumous indignity which the Hebrew psalmist looked forward to at the hands of his enemies. Yet this is almost literally the indignity which the British novelist has suffered at the hands of his friends. When the widow of the late Mr. Lincoln, though with the palliation of poverty, and with every precaution for privacy, hawked her own raiment in the market-place, in spite of her being the widow of a popular public man, a British critic congratulated his countrymen that from such a spectacle they were "undoubtedly preserved." The critic is requested to ponder the circumstance that a member of the family of the late Mr. Dickens is responsible for having hawked in the market-place, without the palliation of poverty, and with every device to secure publicity, whatever connected itself most intimately with the private life of the most popular of British public writers.

THE WEDDING OF THE PERIOD.

From the Cleveland Leader.

Miss Blanche Butler has become Mrs. Ames and has duly gone on her wedding tour, leaving behind a doting mother and four adoring bridesmaids, some of whom, it is painful to see, have been so far wanting in womanly modesty and decency as to publish in half a dozen leading papers a detailed description of the bridal *trousseau*. The happy bridegroom, as he looks over a morning paper on his tour, will be delighted to find the public graciously treated to a full description of his wife's outfit from *robes de nuit* to stockings and handkerchiefs. The labors of Miss Butler's aunt, Mrs. Webster, in Paris, while ordering and collecting this immense and extravagant outfit, are plaintively related, the width of the trimmings, the cut of the jackets, and even the quality of the lace on the corset covers, are tenderly and lovingly described. In short, nothing has been spared that could help to show how insufferably vulgar and snobbish a thing may be done in American society by those who ought to know better. From the first this wedding has been an infliction of the gravest sort.

The wedding day, leading points of the *trousseau*, the names and dresses of the bridesmaids, and all sorts of little despicable gossip about the lovers, have been written and telegraphed all over the country for months. A wedding, one of the most sacred and delicate subjects that a marauding pen can invade, has been clothed with all the vulgar ostentations of a cattle show. All this could not have happened by chance. No reporter could know how many or how elaborately furbelowed were the underclothes of the expectant Mrs. Ames without some one high in authority in the Butler family was willing and anxious that these things should be known. When, therefore, we see such papers as the Boston *Post* falling into line and giving a whole column to a description of the walking dresses, the silk stockings and the embroidered cambric jackets, and fairly distancing the veriest Jenkins that ever wrote down his peepings for the London *Morning Post*, it looks as though there were a very weak spot, not only in our journalism, but in American society.

The fashion of displaying bridal *trousseaux* in show windows, and having them described in newspapers, is known nowhere else than in America. In England or on the Continent such an act would be very properly regarded as a lasting disgrace. Such a display must be shocking to every sensitive, modest woman. Fortunately for us, such immodesty as that which we have just seen is too costly to be common; but in almost every town there is some wealthy girl vain and foolish enough to delight in such a display, and there is in society at large enough of prurient curiosity to make all such disclosures eagerly sought after and read. With such shameless exhibitions as these going on from time to time, it is hardly becoming in us to complain when well-bred people from abroad pronounce American society crude, vulgar, and disgusting. The only consoling feature of the case is that the lengths to which our brides and their mothers are now running will produce a reaction, in which all decent people shall unite in resolving that their weddings, like their funerals, shall be purely private affairs.

LUMBER.

1870 SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. 1870

1870 SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR. 1870

1870 FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK. 1870

1870 WALNUT BOARDS AND PLANK. WALNUT BOARDS AND PLANK. WALNUT BOARDS. WALNUT PLANK. 1870

1870 UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE. 1870

1870 SEASONED POPLAR. SEASONED CHERRY. ASH. WHITE OAK PLANK AND BOARDS, HICKORY. 1870

1870 CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW. 1870

1870 CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 1870

1870 CEDAR SHINGLES. CYPRESS SHINGLES. 1870

MAULE, BROTHER & CO., 11§ No. 2500 SOUTH Street.

PANEL PLANK, ALL THICKNESSES.—COMMON PLANK, ALL THICKNESSES. 1 COMMON BOARDS. 1 and 2 SIDE FENCE BOARDS. WHITE PINE FLOORING BOARDS. YELLOW AND SAP PINE FLOORINGS, 1¼ and 4/4 SPRUCE JOIST, ALL SIZES. HEMLOCK JOIST, ALL SIZES. PLASTERING LATH A SPECIALTY, Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ, 5 31 6m No. 1715 RIDGE Avenue, north of Poplar St.

United States Builders' Mill, FIFTEENTH Street below Market.

ESLER & BROTHER, PROPRIETORS. [4 29 3m

Wood Mouldings, Brackets and General Turning Work, Hand-rail Balusters and Newel Posts. A LARGE ASSORTMENT ALWAYS ON HAND.

BUILDING MATERIALS.

R. R. THOMAS & CO., DEALERS IN Doors, Blinds, Sash, Shutters WINDOW FRAMES, ETC., N. W. CORNER OF EIGHTEENTH and MARKET Streets 4 12 12m PHILADELPHIA.

STOVES, RANGES, ETC.

THE AMERICAN STOVE AND HOLLOWWARE COMPANY, PHILADELPHIA, IRON FOUNDERS, (Successors to North, Chase & North, Sharpe & Thomson, and Edgar L. Thomson,) Manufacturers of STOVES, HEATERS, THOMSON'S LONDON KITCHENER, TINNED, ENAMELLED, AND TON HOLLOWWARE. FOUNDRY, Second and Mifflin Streets. OFFICE, 209 North Second Street. FRANKLIN LAWRENCE, Superintendent. EDMUND B. SMITH, Treasurer. JNO. EDGAR THOMSON, President. JAMES HOEY, 6 27 mwf 6m General Manager.

ALEXANDER G. CATTELL & CO. PRODUCE COMMISSION MERCHANTS, No. 26 NORTH WHARVES AND No. 27 NORTH WATER STREET, PHILADELPHIA. ALEXANDER G. CATTELL. ELIJAH CATTELL.

SPECIAL NOTICES.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE NATIONAL BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to one million dollars.

PHILADELPHIA AND READING RAILROAD COMPANY, Office No. 227 S. FOURTH Street, Philadelphia, June 29, 1870. DIVIDEND NOTICE. The Transfer Books of this Company will be closed on the 7th of July next and reopened on Wednesday, July 20. A Dividend of FIVE PER CENT. has been declared on the Preferred and Common Stock, clear of National and State taxes, payable in cash on and after the 22d of July next to the holders thereof as they stand registered on the books of the Company at the close of business on the 7th July next. All payable at this office. All orders for dividends must be witnessed and stamped. S. BRADFORD, 6 29 1m Treasurer.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE SCHUYLKILL RIVER BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

THE UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA. Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable. D. T. GAGE, 5 30 tf No. 118 MARKET St., General Agent.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE AMERICAN EXCHANGE BANK, to be located at Philadelphia, with a capital of two hundred and fifty thousand dollars, with the right to increase the same to one million dollars.

TREGO'S TEABERRY TOOTHWASH. It is the most pleasant, cheapest and best dentifrice extant. Warranted free from injurious ingredients. It Preserves and Whitens the Teeth! Invigorates and Soothes the Gums! Purifies and Perfumes the Breath! Prevents Accumulation of Tartar! Cleanses and Purifies Artificial Teeth! Is a Superior Article for Children! Sold by all druggists and dentists. A. M. WILSON, Druggist, Proprietor, 3 2 10m Cor. NINTH AND FILBERT Sts., Philada.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE BULL'S HEAD BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

BATCHELOR'S HAIR DYE.—THIS splendid Hair Dye is the best in the world. Harmless, reliable, instantaneous, does not contain lead, nor any *vitalic* poison to produce paralysis or death. Avoid the vaunted and delusive preparations boasting virtues they do not possess. The genuine W. A. Batchelor's Hair Dye has had thirty years untarnished reputation to uphold its integrity as the only Perfect Hair Dye—Black or Brown. Sold by all Druggists. Applied at No. 16 BOND Street, New York 4 27 mwf 6

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE BRIDESBURG BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

HEADQUARTERS FOR EXTRACTING Teeth with fresh Nitrous-Oxide Gas. Absolutely no pain. Dr. F. R. THOMAS, formerly operator at the Colton Dental Rooms, devotes his entire practice to the painless extraction of teeth. Office, No. 911 WALNUT Street. 1 26 5

GENT.'S FURNISHING GOODS.

PATENT SHOULDER-SEAM SHIRT MANUFACTORY, AND GENTLEMEN'S FURNISHING STORE. PERFECTLY FITTING SHIRTS AND DRAWERS made from measurement at very short notice. All other articles of GENTLEMEN'S DRESS GOODS in full variety. WINCHESTER & CO., 11 2 No. 706 CHESNUT Street.

HAIR CURLERS.

THE HYPERION HAIR CURLERS, AN INDISPENSABLE ARTICLE FOR THE LADIES (Patented July 9, 1867.) This Curler is the most perfect invention ever offered to the public. It is easily operated, neat in appearance and will not injure the hair, as there is no heat required, nor any metallic substance used to rust or break the hair Manufactured only, and for sale wholesale and retail, by McMILLAN & CO., 5 23 6m No. 63 North FRONT Street, Philadelphia. Sold at all Dry Goods, Trimming and Notion Stores.

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, Screw Cutting, and all other work connected with the above business. Drawings and specifications for all work done the establishment free of charge, and work guaranteed. The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights. JACOB C. NEAFIE, JOHN P. LEVY, 3 15§ BEACH and PALMER Streets.

GIRARD TUBE WORKS AND IRON CO., JOHN H. MURPHY, President, PHILADELPHIA, PA. MANUFACTURE WROUGHT-IRON PIPE and Sundries for Plumbers, Gas and Steam Fitters. WORKS, TWENTY-THIRD and FILBERT Streets. Office and Warehouse, 4 1 No. 42 N. FIFTH Street.

WINES.

CHOICE TABLE CLARETS. ALBERT C. ROBERTS, Dealer in Fine Groceries, 11 7§ Corner ELEVENTH and VINE Streets.

WHISKY, WINE, ETC.

CARSTAIRS & McCALL, No. 126 Walnut and 21 Granite Sts., IMPORTERS OF Brandies, Wines, Gin, Olive Oil, Etc., WHOLESALE DEALERS IN PURE RYE WHISKIES. IN BOND AND TAX PAID. 3 29 6

WILLIAM ANDERSON & CO., DEALERS in Fine Whiskies, No. 146 North SECOND Street, Philadelphia.

SUMMER RESORTS.

ATLANTIC HOUSE, Newport, Rhode Island. BOARD REDUCED. This Hotel will be opened MAY 30, at $3 50 per day for transient boarders. Families may make special arrangements by the week or season. WM. W. HAZARD, 4 11 mf4p PROPRIETOR.

BELMONT HALL, SCHOOLEY'S MOUNTAIN, N. J., IS NOW OPEN. This favorite resort has been greatly improved and enlarged, and offers superior inducements to those seeking a healthy, quiet, and fashionable retreat for the summer at reduced prices. 7 11 1m D. A. CROWELL, Proprietor.

LAKE GEORGE—LAKE HOUSE, CALDwell, N. Y.—Best of accommodations for families and gentlemen. Board per day, $3 50; from June 1 to July 1, $14 per week; for the season, $14 to $17 50, according to room; for the months of July and August, $17 50; August, $21. Open from June 1 to October 30. Address 6 6 2m H. J. ROCKWELL.

CHITTENANGO. WHITE SULPHER SPRINGS, Madison county, N. Y. First-class Hotel, with every requisite. Drawing-room and sleeping-cars from New York city, via Hudson River Railroad at 8 A. M. and 6 P. M., without change. Send for circular. 6 6 2m

BEESLEY'S POINT HOTEL, CAPE MAY CO., N. J., is now open for the reception of visitors W. D. WOOD, 6 30 1m* Proprietor.

CAPE MAY.

THE PHILADELPHIA HOUSE, CAPE ISLAND, N. J., IS NOW OPEN. The house been greatly enlarged and improved, and offers superior inducements to those seeking a quiet and pleasant home by the sea-side at a moderate price. Address, E. GRIFFITHS, No. 1004 CHESNUT Street, or Cape May 6 16 2m

OCEAN HOUSE, CAPE MAY, N. J.—THE BEST table on Cape Island. Numerous home-like comforts, location within fifty yards of the bea bathing on the beach, are the principal advantages possessed by this first-class family hotel. No bar on the premises. [illegible] SAWYER, 6 30 1m* Proprietors.

TREMONT HOUSE, CAPE MAY, N. J.—This House is now open for the reception of guests. Rooms can be engaged at No. 1903 MOUNT VERNON Street, until July 1. 6 16 2m MRS. E. PARKINSON JONES.

McMAKIN'S ATLANTIC HOTEL, CAPE MAY, N. J. The new Atlantic is now open. 5 25 wim 3m JOHN McMAKIN, Proprietor.

S. W. CLOUD'S COTTAGE FOR BOARDERS Island. FRANKLIN, opposite Hughes street, Cape 7 8 1m*

ATLANTIC CITY.

UNITED STATES HOTEL, ATLANTIC CITY, N. J., IS NOW OPEN. Reduction of Twenty Per Cent. in the Price of Board. Music under the direction of Professor M. F. Aledo. Terms, $20 per week. Persons desiring to engage rooms will address. BROWN & WOELPPER, Proprietors, No. 827 RICHMOND Street, Philadelphia. 26 thstulm 6 26 dlm 7 26 thstulm

SURF HOUSE, ATLANTIC CITY, N. J. is now open for the season. Besides the advantage of location this house enjoys, and the fine bathing contiguous to it, a railroad has been constructed since last season to convey guests from the hotel to the beach. The house has been overhauled and refitted throughout, and no pains will be spared to make it, in every particular, A FIRST-CLASS ESTABLISHMENT. 6 11 2m J. FREAS, Proprietor.

LIGHTHOUSE COTTAGE, Located between United States Hotel and the beach, ATLANTIC CITY, N. J. BOARD REDUCED. Open from June 1 to October 1. 6 1 2m JONAH WOOTTON, Proprietor.

THE WILSON COTTAGE, ATLANTIC CITY. A new and well-furnished Boarding-house on NORTH CAROLINA Avenue, near the Depot. Terms to suit. 7 6 1m* ROBERT L. FUREY, Proprietor.

BEACH COTTAGE, ATLANTIC CITY.—NOW open. A first-class Family Boarding House, MICHIGAN Avenue, near the Beach. NO BAR. Terms to suit all. Apply to J. B. DOYLE, Proprietor, or E. F. PARROTT, No. 35 N. EIGHTH Street, corner of Filbert. 7 1 1m

NEPTUNE COTTAGE (LATE MANN'S COTTAGE), PENNSYLVANIA Avenue, first house below the Mansion House, Atlantic City, is NOW OPEN to receive Guests. All old friends heartily welcome, and new ones also. MRS. JOHN SMICK, 6 11 2m Proprietress.

MACY HOUSE, MASSACHUSETTS AVENUE, Atlantic City, is open the entire year. Situated near the best bathing. Has large airy rooms, with spring beds. Terms $15 per week. 6 25 6w GEORGE H. MACY, Proprietor.

ATLANTIC CITY.—ROSEDALE COTTAGE, VIRGINIA between Atlantic and Pacific avenues, MRS. E. LUNGREN, formerly of THIRTEENTH and ARCH, Proprietress. Board from $10 to $15 per week. 7 11 mwstf

CENTRAL HOUSE, ATLANTIC CITY, N. J., is NOW OPEN for the reception of guests. 6 11 6w LAWLOR & TRILLY, Proprietors.

THE "CHALFONTE," ATLANTIC CITY, N J., is now open. Railroad from the house to the beach. ELISHA ROBERTS, 6 11 3m Proprietor.

INSTRUCTION.

EDGEHILL, MERCHANTVILLE, N. J., WILL BE opened for SUMMER BOARDERS from July 1 to September 15, 1870. The House is new and pleasantly located, with plenty of shade. Rooms large and airy, a number of them communicating, and with first-class board. A few families can be accommodated by applying early. For particulars call on or address REV. T. W. CATTELL, 7 1 Merchantville, N. J.

RIVERVIEW MILITARY ACADEMY, POUGHKEEPSIE, N. Y. OTIS BISBEE, A. M., Principal and Proprietor. A wide-awake, thorough-going School for boys wishing to be trained for Business, for College, or for West Point or the Naval Academy. 7 16 stuthlm

CHEGARAY INSTITUTE, Nos. 1527 AND 1529 SPRUCE Street, Philadelphia, will reopen on TUESDAY, September 13. French is the language of the family, and is constantly spoken in the institute. 6 15 wfm 6m L. D'HERVILLY, Principal.

H. Y. LAUDERBACH'S ACADEMY, ASSEMBLY BUILDINGS, No. 108 S. TENTH Street. Applicants for the Fall Term will be received on and after August 16. Circulars at Mr. Warburton's, No. 480 Chesnut street. 5 30tf

USE CHAMBERS' STAR INK. EVANS, STODDART & CO., 7 9 fmw1m No. 710 SANSOM Street.

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-six inches, with Paulins, Belting, Sail Twine, etc. JOHN W. EVERMAN, No. 10 CHURCH Street (City Stores).

NEWS SUMMARY.

City Affairs.

—Yesterday afternoon, about 5½ o'clock, George Yarnell, while working at Centre and Wood streets, Manayunk, was severely injured by a bank of earth caving in upon him. He was removed to his home, No. 4212 Main street.

—The 5th Maryland Regiment, now encamped at Cape May, will pass through our city on Saturday for home. An escort and reception will be tendered them by the 2d Regiment (National Guard), Lieutenant-Colonel Neff commanding. A banquet will be given them while in the city at the National Guards' Hall.

—Reserve Officer Lynd last evening, at Third and Market streets, arrested one Robert McAnally, on complaint of several merchants, for cruelty to a horse. McAnally had brought the horse from West Philadelphia early in the morning, and had hitched him to a post at Third and Market streets, at which place the poor beast was standing all day in the sun, without water or food. He was taken before Alderman Kerr, who imposed the usual fine.

—Last evening, about half past 11 o'clock, as two white men were passing down Sixth street, when below Chesnut they encountered two colored men. The two parties ran against each other, and one of the white men struck one of the black men. Frank Miller, the colored man, then drew a razor and cut William Harmer, the white man, across the arm, inflicting a serious wound. The alarm was at once given and the colored men were arrested, while Mr. Harmer was taken to the Dispensary, where his wound was dressed.

Domestic Affairs.

—Gold closed yesterday at 121¾.

—Outrages on Gentile citizens are reported from Salt Lake City.

—There is a strike of railway hands on the Port Royal Railroad, Georgia.

—General O'Neill's trial is to commence today at Windsor, Vermont.

—There is reason to believe the Utes were wrongfully charged with the recent murders at North Fork.

—The Chinese Government has limited the exportation of laborers to the vessels of the treaty powers.

—Malone, the murderer of Colonel Buell, died of his wounds at Fort Leavenworth on Wednesday. He confessed his crime.

—Hon John A. Smith has been renominated for Congress by the Republican Convention at Hillsboro, Ohio.

—Extravagant estimates of the population of Kansas have been recently indulged in. The census as far as taken indicates that its population is not over 400,000.

Foreign Affairs.

—Pius IX accepts the evacuation of Rome as inevitable.

—Neal McCabe, Bishop of Armagh, died while returning from Rome.

—Taking advantage of the war, the Danubian Principalities are preparing to strike for their independence. Turkey is arming to prevent a revolt.

—Advices from Shanghae to July 4 show that the attack on the foreigners at Pekin was directed only against the French, though other foreigners were accidentally killed. The house of the Sisters of Mercy was burned and its inmates outraged by the Chinese.

POLITICAL.

RAISING FUNDS FOR THE FALL CAMPAIGN.

The following circular was yesterday forwarded to each Government employe in this city. The same will be done to all employes in the country:—

UNION CONGRESSIONAL REPUBLICAN COMMITTEE, WASHINGTON, D. C., July 26, 1870.—Sir:—The political campaign of 1870, which has already been commenced in some of the States, promises to be contested with more than usual activity by the Democratic party; it is, therefore, necessary that it should be met with spirit and determination. Every Republican whose attention has been directed to the subject will readily see the necessity of prompt and decisive action. The only defense needed by the administration is, that the people may be furnished with the facts as they exist. To accomplish this, money will be necessary to defray the expense of printing and circulating documents, and in sending competent speakers into the field. Your position in the Republican party warrants the committee in believing that you would willingly contribute to this purpose. They have, therefore, thought proper to call upon you for a contribution of $—, the receipt of which will be promptly acknowledged, and the money expended in maintaining Republican principles.

Where it can be done money should be sent by draft, money-order, or in registered letters, made payable and directed to Hon. J. H. Platt, M. C., Secretary of Union Congressional Republican Committee, Washington, D. C.

An answer is expected. Respectfully,

ZACHARIAH CHANDLER,
JOHN H. KETCHAM,
J. H. PLATT, Jr.,
} Finance Com.

The assessment is one per centum on the salary received.

THE WAR.

THIS MORNING'S DESPATCHES.

BOTH ARMIES CONCENTRATING—NAPOLEON ARRIVED AT THE FRONT—BISMARCK CONFIRMS THE AUTHENTICITY OF THE SECRET TREATY.

PARIS, July 28.—The *Journal Officiel* of this morning prints the following letter from the Emperor, dated on July 26:—

"To the Commander-in-Chief of the Garde Nationale of Paris—Dear General:—I beg you to express on my part to the Garde Nationale of Paris how much I count on its patriotism and devotion at a moment when I am about to set out for the army. I have to testify to it the confidence I repose in its will and ability to maintain order in Paris, and to contribute to the security of the regency of the Empress. It is becoming to say that each one, according to the means of his ability, shall add to the safety of the country."

The *Journal Officiel* also contains a letter from St. Petersburg, in which it is said that Russia does not sympathize with Prussia, who wishes to make a Prussian lake of the Baltic, and attacks the independence of Denmark and that of half of Germany.

It having been reported here that several American officers desired to follow the French army in the campaign against Prussia, for the purpose of making observations for the use of the American Government, petitions were lately filed with the Government for the necessary permission, but the request was declined, the highest military authorities of the empire repeating that no foreign officer, however high his rank, would be permitted near the French army.

The Emperor left St. Cloud to-day by special train for the army, accompanied by Prince Napoleon. The Empress parted with them at the railway station. She was deeply moved, and, as soon as the train disappeared, returned to the palace.

The *Gaulois* publishes a report to-day that a conditional alliance has been concluded between France and Italy, and that the new treaty stipulates that in case of certain eventualities France is to pay to Italy 60,000,000 francs, and leave her free to make Rome the capital of the kingdom.

PARIS, July 28—Midnight.—The Emperor arrived at 4 P. M. at Metz, where the imperial headquarters are established. A proclamation to the army will be issued to-morrow.

There are still some hopes of peace. Negotiations of some sort are proceeding actively. Lord Lyons is constantly with the Duke de Gramont.

CHERBOURG, July 28.—The second division of the Baltic fleet is still in port. More ironclads will arrive from Brest, and the Mediterranean fleet, under Vice-Admiral Founchon, comprising together seven ships. Prince Napoleon will command the Baltic expeditionary corps. All the troops for this corps will not be in Cherbourg for a week, by which time the two main divisions of the fleet will begin the attack at some point on the Prussian coast.

LONDON, July 28.—The floor, galleries, and lobbies of the House of Lords were crowded to-night with privileged spectators anxious to hear the statement of the Government's position in the present war.

Earl Granville said the Government was embarrassed by the explosive material lying around it, with matches ready lighted, the efforts to extinguish which had been useless, though Lord Lyons had been able to hold back this declaration of war for five days. The incident at Ems between Count Benedetti and the King of Prussia was remarkable, but no insult was intended. All observance of the Paris protocol, which provides for the settlement of disputes by mediation, was repudiated by both parties.

In the presence of this war England had but one duty to observe—strict neutrality.

Bismarck, in a despatch to the North German ambassador in England, confirms the authenticity of the recent treaty published in the London *Times*. He says since 1866 France has incessantly tempted Prussia with offers of territorial aggrandizement at the expense of Belgium and South Germany. He is confident that France will not obtain any enlargement of territory even by fighting for it, and says that if the disclosure made by the *Times* had been withheld, France, though fully armed, would have repeated her offer of peace at the cost of the extinction of the kingdom of Belgium.

BRUSSELS, July 28.—The *Independance Belge* of this city to-day publishes a letter from its Berlin correspondent which throws some new light on the secret treaty proposed to Prussia by France. The correspondent says he has seen the original draft of the treaty in the archives of the War Office at Berlin, and certifies to the accuracy of the copy recently printed by the London *Times*. France has frequently demanded this document from the Prussian Government through her representative at Berlin, Count Benedetti, but in all cases has been refused; and now that she is satisfied that its recovery is impossible, assumes a hostile attitude towards Prussia.

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.

SUN RISES..... 4'53 | MOON SETS..... 8'24
SUN SETS..... 7'19 | HIGH WATER..... 2'32

PHILADELPHIA BOARD OF TRADE.

THOMAS G. HOOD, CHRIS. J. HOFFMAN, THOMAS C. HAND, } COMMITTEE OF THE MONTH.

MOVEMENTS OF OCEAN STEAMSHIPS.

FOR AMERICA.

Australia	Glasgow	New York	July 16
Etna	Liverpool	New York via H.	July 16
Tarifa	Liverpool	New York via B.	July 19
Sidon	Liverpool	New York	July 19
Virginia	Havre	New York	July 19
Minnesota	Liverpool	New York	July 20
England	Liverpool	New York	July 20
Sidonian	Glasgow	New York	July 20
City of London	Liverpool	New York	July 21

FOR EUROPE.

Parana	New York	London	July 30
France	New York	Liverpool	July 30
Anglia	New York	Glasgow	July 30
C. of Paris	New York	Liverpool	July 30
Manhattan	New York	Liverpool	Aug. 3
Ville de Paris	New York	Havre	Aug. 6
C. of London	New York	Liverpool	Aug. 6
Italy	New York	Liverpool	Aug. 6
Australia	New York	Glasgow	Aug. 6
Etna	New York	Liverpool	Aug. 9

COASTWISE, DOMESTIC, ETC.

Prometheus	Philadelphia	Charleston	July 29
Wyoming	Philadelphia	Savannah	July 30
Cuba	Baltimore	N. Orls. via K. W.	Aug. 1
Pioneer	Philadelphia	Wilm'gton, N.C.	Aug. 2
Morro Castle	New York	Havana	Aug. 4
Rising Star	New York	Aspinwall	Aug. 5
Yazoo	Philadelphia	New Orleans	Aug. 18

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED YESTERDAY.

Steamship Volunteer, Jones, New York, J. F. Ohl.
Str Beverly, Pierce, New York, W. P. Clyde & Co.
Steamer R. Willing, Cundiff, Baltimore, A. Groves, Jr.
Schr Flight, Crowell, Boston, Weld, Nagle & Co.
Schr Sarah, Cobb, Boston, L. Audenried & Co.

ARRIVED YESTERDAY.

Ship Gold Hunter, Freeman, 25 days from Liverpool, with mdse to Peter Wright & Sons.
Steamship Volunteer, Jones, 24 hours from New York, with mdse. to John F. Ohl.
Steamship Centipede, Doughty, from Boston, with sugar to Davis, McKean & Co.
Steamer Chester, Jones, 24 hours from New York, with mdse. to W. P. Clyde & Co.
Steamer Fanita, Freeman, 24 hours from New York, with mdse. to John F. Ohl.
Steamer Vulcan, Wilcox, 24 hours from New York, with mdse. to W. M. Baird & Co.
Steamer S. C. Walker, Sherin, 24 hours from New York, with mdse. to W. M. Baird & Co.
Schr Judge Hopkins, Gallagher, fm Chickahominy River, with railroad ties to Albrecht & Finley.
Schr W. S. Thompson, Rainer, fm Chickahominy River, with railroad ties to Albrecht & Finley.
Schr Clayton & Lowber, Jackson, 1 day from Smyrna, Del., with grain to J. L. Bewley & Co.
Steamtug America, Chambers, 12 hours from Delaware Breakwater, having in tow ship Gold Hunter, from Liverpool. Below Bombay Hook, passed ship Speculator, from Ardrossan, and bark Mary Cook, from Liverpool.

Correspondence of The Evening Telegraph.

EASTON & McMAHON'S BULLETIN.

NEW YORK OFFICE, July 28.—Four barges leave in tow to-night, for Baltimore, light.
R. V. De Witt, with salt, for Philadelphia.
Bella McWilliams, with clay, for Baltimore.
BALTIMORE BRANCH OFFICE, July 28.—The following barges leave in tow to-night, eastward:—
Late and Early, National, Clinton, O. L. Nims, Alexander Tombs, J. O'Donnell, D. W. C. Stevens, Catharine Terrence, Dreadnaught, and Dido, all with coal, for New York. L. S. C.

Special Despatch to The Evening Telegraph.

HAVRE-DE-GRACE, July 29.—The following boats left this morning in tow:—
E. P. Purcell, with oats to A. G. Cattell & Co., and lumber to Patterson & Lippincott.
J. P. Woolverton, with lumber to R. Woolverton.
Mahoney, with lumber to Taylor & Betts.
D. Updegraff, E. Lippincott, and Coal and Iron Co., with lumber, for New York.
Ida and Emma, with coal, for Wilmington.

(By Telegraph.)

LEWES, Del., July 28—P. M.—At the Brown, ship Speculator and bark Mary Cook.
Passed in a herm. brig. A bark is reported outside.
Wind N. Thermometer, 87.

MEMORANDA.

Ship Theobold, Theobold, hence for Hamburg, off lle of Wight 14th inst.
Ship J. Montgomery, Perkins, for Philadelphia, sailed from Havre 13th inst.
Steamer Dorian, from Glasgow, arrived at New York yesterday.
Steamer Leipzig, Jaeger, sailed from Bremerhaven 13th inst. for Baltimore.
Br. steamer Holland, Thomas, from New York 16th, at Queenstown 28th inst. for Liverpool.
Br. steamer Calabria, McMickan, cleared at New York yesterday for Liverpool.
Br. steamer India, Munroe, from New York 16th, at Moville 27th inst. for Glasgow.
Br. steamer Siberia, Harrison, cleared at Boston 27th inst. for Liverpool via New York.
Steamer Bremen, Leist, from New York 15th inst. at Southampton 28th for Bremen.
Steamer Baltimore, Voeckler, from Baltimore 13th for Bremen, at Southampton 27th inst.
Steamer Rising Star, Maury, from Aspinwall 19th inst., at New York yesterday, with 412 passengers.
Steamer Leopard, Hughes, for Philadelphia, sailed from Amesbury Point 27th inst.
Steamer Rattlesnake, Winnett, for Philadelphia, sailed from Boston 28th inst., 10½ A. M.
Steamer Pioneer, Wakeley, from Wilmington, N.C., for Philadelphia, has on board 142 bbls. spirits turpentine, 1057 do. rosin, 2 bales cotton, 141,300 feet lumber, 46 empty ale bbls., and 163 pkgs. mdse.
Steamer New York, Jones, hence, at Georgetown, D. C., 27th inst.
Steamer Norfolk, Platt, hence, at Richmond 26th instant.
Steamer Fanita, Freeman, hence, at New York 27th inst.
Steamer Whirlwind, Sherman, hence, at Providence 26th inst.
Steamer Varuna, Spencer, cleared at Galveston 16th inst. for New York.
Steamer Grange, Houston, cleared at New Orleans 23d inst. for Belize, Hon.
Br. bark Brazil, Hibbert, hence for Antwerp, was spoken 21st. inst., lat. 40 44, long. 67 40.
Nor. bark Udjus, Olson, hence for Konigsberg, was spoken 24th ult., lat 41 10, long. 67 40.
Dan. bark Ganymede, Nielson, from Bristol for Philadelphia, was spoken 26th inst., 65 miles east of Cape May.
Bark Carl August, Siewertz, for Philadelphia, s'ld from Liverpool 14th inst.
Brig Josie A. Devereux, Clark, for Philadelphia, entered out at Liverpool 15th inst.
Br. brig C. C. Van Horn, Cofill, at St. Johns, P. R., 15th inst. for Delaware Breakwater, loading.
Brig Susan Bergen, Davis, for Philadelphia, sailed from Cette — inst.
Brig Marine, Reed, hence, at Boston 27th inst.
Br. brig Iris, Hatfield, hence, at Wilmington, N.C., 26th inst.
Schrs L. A. Johnson, Mahlman, and Damon, Johnson, for Philadelphia, cleared at St. Johns, N. B., 23d inst.
Schr A. M. Edwards, Henson, hence, at Richmond 26th inst.
Schr John Johnson, Johnson, hence, at Boston 27th inst.
Schr Armada, Palmer, for Philadelphia via City Point, sailed from Richmond 27th inst.
Schrs J. H. Bartlett, Harris, hence, and Shekinah, Rogers, from Florence, N. J., at Providence 26th inst.
Schr George Fales, Hall, for Philadelphia, sailed from Providence 26th inst.
Schr S. A. Read, Arnold, from Middletown for Philadelphia, at New York 27th inst.
Schr Mist, Muncey, from Trenton for Bridgeport, at New York 27th inst.
Schrs Pioneer, Kelly, from Fall River, and Marion Gates, Heathers, from Providence, at New York 27th inst.
Schr Margaret R. Samson, Samson, hence, at Galveston 19th inst.
Schr Othello, Matthews; Webster Kelley, Haskell; J. J. Spencer, Heather; and Maggie P. Smith, Grace, hence, at Boston 26th inst.
Schr S. V. W. Simmons, Brown, hence, at Newport 25th inst.
Schr American Eagle, Shaw, hence, at Newport 26th inst.
Schr Goddess, Kelley, for Philadelphia, sailed fm Pawtucket 26th inst.
Schr Glenwood, Dickinson, hence, at Bristol 26th instant.
Schr John H. Perry, Kelley, hence, at New Bedford 26th inst.
Schr Lath Rich, Paddock, for Philadelphia, sailed from New Bedford 26th inst.
Schrs M. V. Cook, Falkenburg, from Hallowell for Philadelphia; James S. Watson, Houck, from Boston for do.; Sallie B., Bateman, from Dresden, Me., for do., at Holmes' Hole 25th inst.
Schrs Wave Crest, Davis; Taylor & Mathis, Cheeseman; John Cadwalader, Townsend; Louisa Frazier, Steelman; Lizzie Maul, Bueler; and J. P. Cake, Endicot, arrived at Georgetown, D. C., 25th inst.

MISCELLANY.

Steamer Cuba, at New York from Liverpool and Queenstown, brought 383 passengers.

The steamer Virgin, once a famous blockade runner, was sold at the Washington Navy Yard on Wednesday. There was quite a large number of bidders present, representing the Northern and Eastern seaports. The sale was started at a bid of $4500, and the vessel was finally knocked down to Captain C. Stanard, of New York city, at $9800.

The J. B. V. No. 2, Baltazard, at Havre 14th inst. from Montevideo, reports having passed on the 26th May, in lat. 24 S., long. 39 W., a vessel of about 1000 tons, on fire. She was painted black, was apparently American built, and appeared to have a cargo of petroleum.

THE PRINCIPAL DEP.
FOR THE SALE OF
REVENUE STAM
No. 304 CHESNUT STREET.
CENTRAL OFFICE, NO. 105 S. FIFTH STREET
(Two doors below Chesnut street),
ESTABLISHED 1862.

The sale of Revenue Stamps is still continued at the Old-Established Agencies.

The stock comprises every denomination printed by the Government, and having at all times a large supply, we are enabled to fill and forward (by Mail or Express) all orders, immediately upon receipt, a matter of great importance.

United States Notes, National Bank Notes, Drafts on Philadelphia, and Post Office Orders received in payment.

Any information regarding the decisions of the Commissioner of Internal Revenue cheerfully and gratuitously furnished.

Revenue Stamps printed upon Drafts, Check Receipts, etc.

The following rates of commission are allowed Stamps and Stamped Paper:—

On $25 and upwards.....2 per
" 100 " .....3 "
" 300 " 4
Address all ers, etc., to

STAMP AGENCY,
No. 304 CHESNUT STREET, PHILADELPHIA.

WASHINGTON, D. C., JULY 27, 1870.

NOTICE—PAVING PENNSYLVANIA AVENUE.

The Commission appointed by "An Act to Provide for the Paving of Pennsylvania Avenue," approved July 8, 1870, is authorized to select and determine the best kind of Pavement to be used in paving Pennsylvania avenue, and to have said thoroughfare paved therewith from the northwest gate of the Capitol to the crossing of Fifteenth street, west.

The Commission met and organized in accordance with the above law, and proceeded to the election of a President and Secretary. It was decided to invite all patentees, owners, or inventors of any of the improved pavements, of whatever material composed, whether of stone, wood, asphalt, concrete, or any other kind, to furnish accurate and detailed drawings or models, descriptions, specifications, including the nature of the foundation to be laid, how packed, and, in fact, all information as to their construction and durability. This information is desired to enable the Commission to decide in the first instance upon the general nature of the material to be used in paving the avenue, and then to specify the preference that may be agreed upon in regard to some particular method to be adopted. A reference to the law (public, No. 144) will give the required information as to how the payments for said pavement will be made. It is provided therein "That the cost of laying such pavement shall not exceed the sum of four dollars per square yard." The estimated area of said pavement is in the neighborhood of sixty-five thousand (65,000) square yards

All communications in relation to pavements should be addressed to the Secretary, Gen. N. MICHLER, Office of Public Buildings, Grounds, and Works, U. S. Capitol, WASHINGTON, D. C. 7 29 10t

FOR THE SUMMER.

To prevent Sunburn, Freckles, and to make the skin white and beautiful, use

Wright's Alconated Glycerine Tablet of Solidified Glycerine.

It is a sure remedy for mosquito bites, and is the best of all Toilet Soaps. Sold by Druggists generally.

H. & G. A. WRIGHT,
6 30 thstu10trp No. 624 CHESNUT Street.

CORDAGE, ETC.

WEAVER & CO.,
ROPE MANUFACTURERS
AND
SHIP CHANDLERS,
No. 29 North WATER Street and
No. 28 North WHARVES, Philadelphia.
ROPE AT LOWEST BOSTON AND NEW YORK PRICES. 4 1

CORDAGE.
Manilla, Sisal and Tarred Cordage
At Lowest New York Prices and Freights.
EDWIN H. FITLER & CO.,
Factory, TENTH St. and GERMANTOWN Avenue.
Store, No. 23 N. WATER St and 22 N DELAWARE Avenue.

SHIPPING.

LORILLARD'S STEAMSHIP LINE
FOR
NEW YORK
SAILING EVERY TUESDAY, THURSDAY, AND SATURDAY,
are now receiving freight at
5 cents per 100 pounds,
2 cents per foot, or 1-2 cent per gallon, ship option.
INSURANCE ½ OF 1 PER CENT.
Extra rates on small packages iron, metals, etc.
No receipt or bill of lading signed for less than 50 cents.
The Line would call attention of merchants generally to the fact that hereafter the regular shippers by this line will be charged only 10 cents per 100 lbs., or 4 cents per foot, during the winter seasons.
For further particulars apply to
JOHN F. OHL,
2 3 PIER 19, NORTH WHARVES.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.
The YAZOO will sail for New Orleans direct, on Thursday August 18, at 8 A. M.
The YAZOO will sail from New Orleans, via Havana on Friday, August 5.
THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, Galveston, Indianola, Lavacca, and Brazos and to all points on the Mississippi river, between New Orleans and St. Louis. Red River freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.
The TONAWANDA will sail from Savannah on Saturday, July 30, at 8 A. M.
The WYOMING will sail for Savannah on Saturday, July 30.
THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C.
The PIONEER will sail for Wilmington on Tuesday, August 2, at 6 A.M. Returning, will leave Wilmington Saturday, August 6.
Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.
Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington, at as low rates as by any other route.
Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.
WILLIAM L. JAMES, General Agent.
6 13 No. 130 South THIRD Street.

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company.
ALFRED L. TYLER,
Vice-President So. C. RR. Co.

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE.
This line is now composed of the following first-class Steamships, sailing from PIER 17, below Spruce street, on FRIDAY of each week at 3 A. M.:—
ASHLAND, 800 tons, Captain Crowell.
J. W. EVERMAN, 692 tons, Captain Hinckley.
PROMETHEUS, 600 tons, Captain Gray.
JULY, 1870.
Prometheus, Friday, July 1.
J. W. Everman, Friday, July 8.
Prometheus, Friday, July 15.
J. W. Everman, Friday, July 22.
Prometheus, Friday, July 29.
Through bills of lading given to Columbia, S. C., the interior of Georgia, and all points South and Southwest.
Freights forwarded with promptness and despatch. Rates as low as by any other route.
Insurance one-half per cent., effected at the office in first-class companies.
No freight received nor bills of lading signed after 3 P. M. on day of sailing.
SOUDER & ADAMS, Agents,
No. 3 DOCK Street,
Or WILLIAM. P. CLYDE & CO.,
No. 12 S. WHARVES.
WILLIAM A. COURTENAY, Agent in Charleston. 6 24

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE.
THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.
INCREASED FACILITIES AND REDUCED RATES FOR 1870.
Steamers leave every WEDNESDAY and SATURDAY at 12 o'clock noon, from FIRST WHARF above MARKET Street.
RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS.
No Bills of Lading signed after 12 o'clock on sailing days.
THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.
Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.
No charge for commission, drayage, or any expense of transfer.
Steamships insure at lowest rates.
Freight received daily.
State Room accommodations for passengers.
WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 15

FOR LIVERPOOL AND QUEENSTOWN.—Inman Line of Royal Mail Steamers are appointed to sail as follows:—
City of Antwerp (via Halifax), Tuesday, July 26, at 1 P. M.
City of Paris, Saturday, July 30, at 7 A. M.
City of London, Saturday, August 6, at 2 P. M.
Etna (via Halifax), Tuesday, August 9, at 1 P. M.
and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.

RATES OF PASSAGE.

Payable in gold.		Payable in currency.	
First Cabin	$75	Steerage	$30
To London	80	To London	35
To Paris	90	To Paris	38
To Halifax	20	To Halifax	15

Passengers also forwarded to Havre, Hamburg, Bremen, etc., at reduced rates.
Tickets can be bought here at moderate rates by persons wishing to send for their friends.
For further information apply at the company's office.
JOHN G. DALE, Agent, No. 15 Broadway, N. Y.;
Or to O'DONNELL & FAULK, Agents,
4 5 No. 402 CHESNUT Street, Philadelphia.

FOR NEW YORK,
via Delaware and Raritan Canal.
EXPRESS STEAMBOAT COMPANY.
The Steam Propellers of the line will commence loading on the 8th instant, leaving daily as usual,
THROUGH IN TWENTY-FOUR HOURS.
Goods forwarded by all the lines going out of New York, North, East, or West, free of commission.
Freights received at low rates.
WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue.
JAMES HAND, Agent,
No. 119 WALL Street, New York. 3 45

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.
Steamers leave regularly every Saturday at noon from the first wharf above Market street.
Freight received daily.
WILLIAM P. CLYDE & CO.,
No. 14 North and South WHARVES.
HYDE & TYLER, Agents at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 4 1

DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.
WILLIAM P. CLYDE & CO., Agents.
Captain JOHN LAUGHLIN, Superintendent.
Office, No. 12 South Wharves, Philadelphia. 4 11

SHIPPING.

ONLY DIRECT LINE TO FRANCE.
THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAMSHIPS BETWEEN NEW YORK AND HAVRE, CALLING AT BREST.
The splendid new vessels on this favorite route for the Continent will sail from Pier No. 50, North river, every Saturday.
PRICE OF PASSAGE
in gold (including wine),
TO BREST OR HAVRE.
First Cabin.....$140 | Second Cabin.....$85
TO PARIS,
(including railway tickets, furnished on board),
First Cabin.....$145 | Second Cabin.....$85
These steamers do not carry steerage passengers.
Medical attendance free of charge.
American travellers going to or returning from the continent of Europe, by taking the steamers of this line avoid unnecessary risks from transit by English railways and crossing the channel, besides saving time, trouble, and expense.
GEORGE MACKENZIE, Agent,
No. 58 BROADWAY, New York.
For passage in Philadelphia apply at Adams Express Company, to H. L. LEAF,
1 3 75 No. 320 CHESNUT Street.

FOR NEW YORK, VIA DELAWARE and Raritan Canal.
SWIFTSURE TRANSPORTATION COMPANY.
DESPATCH AND SWIFTSURE LINES,
Leaving daily at 12 M. and 5 P. M.
The steam propellers of this company will commence loading on the 8th of March.
Through in twenty-four hours.
Goods forwarded to any point free of commissions.
Freights taken on accommodating terms.
Apply to
WILLIAM M. BAIRD & CO., Agents,
4 5 No. 132 South DELAWARE Avenue.

INSURANCE.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY, Incorporated by the Legislature of Pennsylvania, 1836.
Office southeast corner of THIRD and WALNUT Streets, Philadelphia.
MARINE INSURANCES
On Vessels, Cargo and Freight to all parts of the world.
INLAND INSURANCES
On goods by river, canal, lake and land carriage all parts of the Union.
FIRE INSURANCES
Merchandise generally; on Stores, Dwellings, Houses, etc.

ASSETS OF THE COMPANY
November 1, 1869.

$200,000	United States Five Per Cent. Loan, ten-forties	$216,000·00
100,000	United States Six Per Cent. Loan (lawful money)	107,750·00
50,000	United States Six Per Cent. Loan, 1881	60,000·00
200,000	State of Pennsylvania Six Per Cent. Loan	213,250·00
200,000	City of Philadelphia Six Per Cent. Loan (exempt from tax)	200,925·00
100,000	State of New Jersey Six Per Cent. Loan	92,500·00
50,000	Pennsylvania Railroad First Mortgage Six Per Cent. Bonds	450·00
25,000	Pennsylvania Railroad Second mortgage Six per Cent. Bonds	23,625·00
25,000	Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad guarantee)	20,000·00
20,000	State of Tennessee Five Per Cent. Loan	15,000·00
7,000	State of Tennessee Six Per Cent. Loan	4,270·00
15,500	Pennsylvania Railroad Company, 250 shares stock	14,000·00
5,000	North Pennsylvania Railroad Company, 100 shares stock	2,900·00
10,000	Philadelphia and Southern Mail Steamship Company, 80 shares stock	7,500·00
$46,900	Loans on Bond and Mortgage, first liens on City Properties	$46,900·00
$1,231,400	Par. Market value, $1,225,970·0	
	Cost, $1,215,622·27.	
Real Estate		35,000·00
Bills Receivable for Insurances made		$23,700·75
Balances due at Agencies:—		
Premiums on Marine Policies, Accrued Interest, and other debts due the Company		65,097·20
Stock, Scrip, etc., of Sundry Corporations, $4706. Estimated value		2,740·20
Cash in Bank	$168,318·88	
Cash in Drawer	972·26	
		169,291·14
		$1,669,100·04

DIRECTORS.

Thomas C. Hand,	Samuel E. Stokes,
John C. Davis,	William G. Boulton,
Edmund A. Souder,	Edward Darlington,
Theophilus Paulding,	H. Jones Brooke,
James Traquair,	Edward Lafourcade,
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THOMAS C. HAND, President.
JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary.
HENRY BALL, Assistant Secretary. 1 1

Life Insurance for the People!
HOMESTEAD
LIFE INSURANCE COMPANY
OF PENNSYLVANIA,
OFFICE:
No. 701 CHESNUT Street,
PHILADELPHIA.

To place Life Insurance within reach of all, has adopted a system of
MONTHLY PAYMENT OF PREMIUMS
Peculiarly adapted to the ability of ALL WORKING FOR SALARIES OR WAGES.
Special attention is called to this Company's
CRADUATING POLICY,
An original feature, designed to protect shareholders in Building Associations, and all others who have borrowed money or purchased property payable in instalments extending over a series of years, by CANCELLING any balance of indebtedness remaining UNPAID in case of DEATH.
THIS COMPANY ISSUES
All the ordinary forms of Life and Endowment Policies at low rates of Premium, on the Participating Plan, with but few restrictions as to occupation, and NONE AS TO TRAVEL OR RESIDENCE.
Pamphlets containing full information may be obtained at the Company's office.
WILLIAM M. SEYFERT, President.
LAURENCE MYERS, Vice-President. R. W. DORPHLEY, Secretary.
B. E. DAVIS, Superintendent of Agencies. [4 9 6m
Active and responsible men wanted as Agents.

FIRE ASSOCIATION.
INCORPORATED MARCH 27, 1850.
OFFICE,
NO. 34 NORTH FIFTH STREET
INSURE
BUILD HOUSEHOLD FURNITURE, AND MERCHANDISE GENERALLY,
From Loss by Fire (in the City of Philadelphia only).
ASSETS, JANUARY 1, 1870, $1,573,732·25

TRUSTEES.

WM. H. HAMILTON,	CHARLES P. BOWER,
JOHN CARROW,	JESSE LIGHTFOOT,
GEORGE L. YOUNG,	ROBT. SHOEMAKER,
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WM. H. HAMILTON, President.
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WILLIAM , BUTLER, Secretary.

AMUSEMENTS.

PENNSYLVANIA POLYTECHNIC AND ANATOMICAL MUSEUM, No. 826 CHESNUT Street, three doors above Twelfth, the most complete collection of objects, illustrating Physiology, Pathology, Natural History, etc. Illustrative Lectures every evening. Open 8 A. M. to 10 P. M. 6 6 2m

INSURANCE.

INSURANCE COMPANY
OF
NORTH AMERICA.
JANUARY 1, 1870.
Incorporated 1794. Charter Perpetual.

CAPITAL	$500,000
ASSETS	$2,783,581
Losses paid since organization	$23,000,000
Receipts of Premiums, 1869	$1,991,837·45
Interest from Investments, '69.	114,696·74
	$2,106,534·19
Losses paid, 1869	$1,035,386·84

Statement of the Assets.

First Mortgages on City Property	$766,450
United States Government and other Loan Bonds	1,122,566
Railroad, Bank and Canal Stocks	85,708
Cash in Bank and Office	247,620
Loans on Collateral Security	22,558
Notes Receivable, mostly Marine Premiums	221,944
Accrued Interest	20,357
Premiums in course of transmission	85,198

Evening Telegraph

PUBLISHED EVERY AFTERNOON
(SUNDAYS EXCEPTED),
AT THE EVENING TELEGRAPH BUILDING,
No. 108 S. THIRD STREET,
PHILADELPHIA.

The Price is three cents per copy (double sheet), or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.

FRIDAY, JULY 29, 1870.

☞ The earliest regular edition of THE EVENING TELEGRAPH goes to press at 1½ o'clock, and the subsequent regular editions at 2½, 3½, and 4½. Whenever there is important news of the progress of the European war, extra editions will be issued after this hour, and before the regular time for the early edition.

WHO IS RIGHT IN THE EUROPEAN QUARREL?

THE experience of the stern realities of war which the American people have recently undergone has created in our midst hosts of intelligent critics of the stupendous military operations in Europe, and a universal craving for information in regard to the movements of the mighty combatants. The telegrams are eagerly watched from day to day to see what new scene in this terrific drama has been enacted, and how the fortunes of France or Prussia have been affected by the events with which each hour teems in this eventful era. While the armies and navies of the contending nations are brought up to the highest state of effectiveness, a vigorous diplomatic battle is simultaneously conducted, each party using its best efforts to win friends or allies and to place its opponent in an unenviable light before the world. While this mental conflict has not yet produced decisive results for either side, it seems clear that Bismarck has thus far overmatched Napoleon and gained the moral victory which rarely fails to ensure in the end a physical triumph. Not content with fastening upon the Emperor the odium of having wantonly disturbed the peace of Europe, the Prussian Minister follows up this blow by furnishing proofs of Naploeon's insatiable ambition for territorial aggrandizement, and of his desire to persuade Prussia to join him in violating the most sacred treaties, and in sharing the spoils to be gained by a complete subversion of the old European settlements. If anything could shake the neutrality of England it would be the secret treaty proposed by France, which is said to be still in existence in Berlin in the handwriting of the famous French ambassador, Benedetti. This document proves Napoleon III to be as unscrupulous as Napoleon I; and if it is strengthened, as a despatch from Berlin says it will be, by proof that the present Emperor cherished similar designs against Switzerland and Italy, the existing *regime* will be shown to be a close imitator, in the vastness of its schemes, of the founder of the Napoleonic dynasty. There is something ridiculous in the idea of a man like the present ruler of France thirsting for universal dominion, but since he must needs punish Prussia for her refusal to co-operate with his schemes, and since he must play the knight-errant over the whole world, under the impulse of this insane ambition, it not only becomes the great German race to resist to the death this insult, but the duty of all well-disposed European populations to dethrone such a reckless disturber of public tranquility. He has humbled Russia, disgraced England, defeated Austria, half-befriended and half-betrayed Italy, snubbed Spain, attempted to establish an empire in America, pushed his conquests in Africa, and dabbled in Asiatic wars; and now, at a moment's notice, he precipitates, from most unworthy motives, a conflict which will inflict untold misery on the people of Europe. In this age men of his stamp are enemies of the human race, and they deserve to be treated as such. He has shown himself to be one of those scourges who perpetually abuse power and destroy millions of mankind without remorse. He not only rules France with a rod of iron, but on mere personal pretexts leads her mighty legions forth to slaughter unoffending nations, and by these acts he sins so fearfully against God and man that no retributive punishment can be too severe. We are greatly mistaken in the signs of the times if this war does not prove fatal to all his hopes. Its logical sequence is a final uprooting of the Napoleonic dynasty; and if Prussia does not prove fully equal to this task, any aid that may be necessary should, and we think will, be furnished by affiliated nations.

WHITTEMORE.

THE only practical results of the investigation into the sale of cadetships by members of Congress which was ordered by the House of Representatives last session, were to compel the resignation of the South Carolina carpet-bagger Whittemore, and to prevent his taking his seat after his re-election. The action of the House in refusing to readmit Whittemore was a stretch of authority which appeared to be essential under all the circumstances, and which gave general satisfaction, as it was the only real punishment to which the scamp was subjected. With the exception of the loss of a certain amount of his salary as a member of the House, however, the action of the House appears to have been a gain rather than otherwise with Whittemore, and to have increased his popularity with his constituents.

He professed to have given the money he received to the colored churches and schools of his district, and that it was not difficult for him to represent himself as a martyr suffering for the sake of his constituents, rather than as a criminal who barely escaped a degrading punishment, was plainly shown by his prompt re-election. In point of fact, his resignation and subsequent rejection by the House have been just so much political capital to him, and we find him now the presiding genius of the Republican State Convention which has been sitting this week in Columbia. Whittemore figures in this body as chairman of the Committee on Platform, chairman of the Committee on Credentials, and manager in general; and it scarcely need be a matter of surprise, therefore, if both the platform and the candidate are repudiated by the white population as well as by the more intelligent negroes of South Carolina. It is one of the misfortunes attending the process of reconstruction that such fellows as Whittemore were enabled to obtain political influence, and it is not too much to say that they have done more than all other causes combined to keep alive the antagonisms of the war and to embitter the portion of the Southern people who suffered most during the Rebellion against the Republican party and its policy. The time has now come when there is everything to lose and nothing to gain by countenancing such men as Whittemore, and if the Republican party expects to maintain a permanent foothold in the Southern States, its representatives both in and out of Congress will be obliged to repudiate the whole race of carpet-baggers, and give them plainly to understand that the loyal people of the North decline to be their backers any longer.

NAPOLEON'S LATEST EMBARRASSMENT.

THE eyes of all civilized peoples are turned to the great impending struggle on the continent of Europe; and although we are far removed from the tread of the contending armies, we cannot but be deeply interested in all that relates to the struggle. And although both the great nations now in arms have given us, in our early and later history, evidence of a generous sympathy as a people, we have no immediate interest in the contest. Commercially, our interests are alike valuable with both. And yet, in spite of this want of an immediate interest, the native-born American will, from one cause or another—early prejudice, mental bias, or some other influence—take sides in the contest, and look eagerly to the triumph of the one or the overthrow of the other.

No one, be his prejudices what they may, but must admit that Napoleon, confronted by united Germany and menaced by unfriendly Russia and England, has enough to engage his most serious attention, and fully employ his trained legions. It was scarcely to be expected that any serious embarrassment would arise for him on this side the Atlantic. No one can, however, read the message sent by Dr. Paul Schoeppe from Carlisle prison to Governor Geary, but must feel that this amidst all his complications is most grave and serious, as affecting the French nation and the Emperor in particular. Hitherto the Doctor has confined his skill and valor to the matter of administering prussic acid to aged spinsters. Now he desires to have his shackles stricken off, his prison garb exchanged for the Prussian blue, his acid-bottle for a needle-gun, and then, oh! then, "he will fight in the army of Prussia against that impudent man Louis Napoleon," whom "he has long desired of teaching a lesson!" How dreadful! how alarming to the cause of France, and *particularly* the person of that "impudent man Louis Napoleon!" This is an emergency that should be met, and that promptly. If the Doctor should procure his pardon, and unite his audacious courage with a needle-gun, and all against the French, what fearful results might follow! Without desiring to be officious, we would recommend to the French Minister at Washington that he proceed at once to Harrisburg and employ, without delay, such influences as are most potent with his Excellency to prevent so dreadful a disaster to the cause of the Emperor as the opening of the prison doors that confine Dr. Paul Schoeppe, his "fearful longings" and gold spectacles, all of which are desirous of being let loose upon that "impudent man Louis Napoleon." Seriously, however, we think the cause of Prussia will be but little benefited by opening our prison doors to fill the ranks of her valiant army. Murderers, thieves, and outlaws make but poor material from which to mould soldiers. Schoeppe's last bid for sympathy will fail, as has all his previous efforts. He has been fairly tried, justly convicted, and we hope that Governor Geary will fix an early day for his execution.

CANADA.

IF the United States were disposed to be aggressive, the present would seem to be a favorable opportunity for the extension of our northern boundaries by the annexation of Canada. For a number of years past the habitual policy of the British Government has been to snub its colonies, and the Canadas especially have been given to understand in plain terms that they are incumbrances rather than aids to the mother country, and that if they wish to make a start in business entirely on their own hook nobody in England will make any very serious objection. The Kanucks, however, are on some points more British than the British themselves, and they have hitherto refused to accept any of the hints given them to leave without waiting to be kicked out. When in fear of a Fenian raid, for instance, their patriotic attachment to the mother country is of an exceedingly ardent and demonstrative character, but when called upon to pay a portion of the bill of expenses incurred in defending them, they find their political relations anything but satisfactory. In fact, the Canadians are disposed to love England so long as England consents to pay the expenses of their government, and relieves them from a burden of taxation that they would be called upon to bear if they started out on their own account; and the latest piece of British advice which has been tendered to the colonies by the London *Times*—most probably with official sanction—that they should form schemes of confederation and organize effective land and naval forces for self-defense, with the assurance that the Imperial Parliament will throw no obstacles in the way, will probably not be received with any great amount of satisfaction, in Canada at least.

Apparently anxious, however, as the British Government is to get rid of the Canadas, it is well that the people of the United States do not show any great amount of eagerness to get possession of the territory England thus proposes to abandon. Any movement on our part towards the annexation of Canada would have excited British jealousy in a moment, and although it is perfectly plain that all the British possessions on this continent will at some not very distant day belong to us, the British people would scarcely be human if they did not view the prospect of the absorption of so much of their territory by a rival nation with pangs of regret. The attitude which England has assumed of late towards Canada suggests the probability that if the negotiations were conducted with discretion and delicacy we might obtain a portion at least of the country to the north of us as a set-off to the Alabama claims. We in reality need the territory to the south of the river St. Lawrence in order that we may command one bank of that commercial highway from the lakes to the sea, and in the Northwest Vancouver's Island, which will give us entire control of Puget's Sound. The rest of the British North American dominions we need not sigh for, but the portions we have named we ought to have, and may possibly obtain on easy terms if our diplomatists will only manage the prosecution of our claims for damages against England with a reasonable degree of skill and prudence.

OBITUARY.

Madame Marie Ratazzi.

A cable telegram from Florence brings us the intelligence that the celebrated Madame Ratazzi is no more. She was a cousin of Napoleon III, her grandfather having been Lucien Bonaparte, Prince of Canino, and one of the brothers of Napoleon I. Prince Pierre Bonaparte, who shot Victor Noir, is an uncle of the deceased lady, whose mother, the Princess Letitia, married in 1821 Sir Thomas Wyse, the British Minister to Greece, by whom she had several children, including the subject of this sketch. The domestic relations of Sir Thomas and Lady Wyse were unhappy and they finally separated. The wife then went to Paris, where she was thrown in society as Madame Wyse-Bonaparte. Her daughter was born in Athens on the 21st of July, 1833, was educated in Paris, and became distinguished in society for her beauty and talents. In 1859 she married, at Strasbourg, M. Fleischer Solms, and was known for some years as the Countess Solms. In 1862 she separated from her husband, and in 1863 married Urbano Ratazzi, the famous Italian statesman.

When Louis Napoleon became President of the French republic he recognized his cousin as a member of his family, and she was welcomed at the Elysees. At the time of the *coup d'etat* Maria Wyse was a mere girl of nineteen years, a belle of society, and much sought after in marriage. As stated above, she first married Solms and separated from him—or rather he left her, because the pair discovered that they were not affinities. During the following year she married Ratazzi, who had already achieved reputation as a statesman of Italy. As a member of the *famille civile* she received a pension of five thousand dollars per annum. The greater part of the time she resided in Paris, where she had already made a reputation as an author. What attracted attention in her writings was the boldness with which she satirized persons moving in the highest circles of society. For a time nothing was said to her, but finally she published a romance, under cover of which she violently attacked Count Cavour and the most eminent ministers of the French Government, hardly concealing their names from the public. The book created intense excitement everywhere in Italy and France. So profoundly was political society stirred by the scandal that Napoleon was compelled to take official notice of it. Madame Ratazzi's pension was taken from her, and she was ordered to leave Paris. Going to Florence, she engaged actively in political intrigue. It was not long before she published another romance, full of personalities, in which the characters of the most aristocratic ladies of Italy were shamefully attacked. Hating Louis Napoleon with the utmost intensity, she used her influence with her husband against him. Ratazzi resigned the Premiership of Italy for the purpose of going into opposition to the Emperor, and became a strong advocate of an alliance with Prussia. All that she could do to injure the occupant of the Tuileries, Madame Ratazzi did. Her war against him never ceased. Failing to make Victor Emanuel a convert to her views she revenged herself by calling him a blockhead and exposing some of his love intrigues. Not that she was, herself, like Cæsar's wife, for some strong stories have been told about her; but she was, nevertheless, a woman of great ability, and one whose influence in Italian politics was at one time considerable.

SPECIAL NOTICES.

For additional Special Notices see the Inside Pages.

☞ FINEST FURNISHING GOODS.

PLAIN AND FANCY.

JOHN WANAMAKER,

Nos. 818 AND 820 CHESNUT STREET.

☞ WE DESIRE TO EXPRESS OUR THANKS to the Fire Department for their untiring and successful efforts in saving the building occupied by us, northwest corner Fourth and Race streets, at the extensive fire on the evening of the 26th inst. Whilst we cheerfully bear testimony to the heroic conduct of all the firemen engaged, we feel it our duty to mention specially the efficient aid rendered by the Phœnix Hose Company, No. 11.

WILLIAM WATERALL & CO.
IG. HOHLER
ALTEMUS & CO.
BAMBERGER & ELLERMAN.
7 11*

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☞ STEINWAY & SONS'
GRAND SQUARE AND UPRIGHT PIANOS.

CHARLES BLASIUS,
SOLE AGENT FOR THE SALE OF THE
WORLD-RENOWNED PIANOS,
AT THE OLD WAREROOMS,
(4 15tf4p
No. 1006 CHESNUT STREET.

☞ PHILADELPHIA AND TRENTON RAILROAD COMPANY,
No. 224 S. DELAWARE AVENUE,
PHILADELPHIA, July 20, 1870.
DIVIDEND NOTICE.

The Directors have declared a semi-annual dividend of FIVE (5) PER CENT. upon the capital stock of the Company, clear of Taxes, from the profits of the six months ending June 30, 1870, payable on and after AUGUST 1, proximo, when the transfer-books will be reopened.
7 21 10t J. PARKER NORRIS, Treasurer.

☞ PHILADELPHIA AND READING RAILROAD COMPANY. Office, No. 227 S. FOURTH Street.

PHILADELPHIA, July 15, 1870.

The obligations of this Company given for premium on Gold in settlement for Bonds or Coupons due April 1, 1870, or those given for the settlement of matured Coupons issued by the East Pennsylvania Railroad Company, will be paid on presentation at any time on and after the 20th of August next.
7 15 14t S. BRADFORD, Treasurer.

☞ HARPER'S HAIR DYE—THE ONLY harmless and reliable Dye known. This splendid Hair Dye is perfect. Changes red, rusty, or gray hair, whiskers, or moustache instantly to a glossy black or natural brown, without injuring the hair or staining the skin, leaving the hair soft and beautiful. Only 50 cents for a large box. CALLENDER, THIRD and WALNUT; JOHNSON, HOLLOWAY & COWDEN, No. 602 ARCH Street; TRENWITH, No. 614 CHESNUT Street; YARNELL, FIFTEENTH and MARKET Streets; BROWN, FIFTH and CHESNUT Sts; and all Druggists. 531 tf 4p

☞ T. W. BAILY,
No. 622 MARKET Street, is daily receiving new designs in Diamond Work, fine Gold Jewelry and Silver-ware; also, American and Foreign Watches, and has made great reduction in his prices.
N. B.—Watches and Jewelry repaired by skilful workmen. 7 13 1m

☞ QUEEN FIRE INSURANCE COMPANY,
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CAPITAL, £2,000,000.
SABINE, ALLEN & DULLES, Agents,
26 FIFTH and WALNUT Streets.

☞ WARDALE G. McALLISTER,
Attorney and Counsellor at Law,
No. 203 BROADWAY,
New York.

POLITICAL.

☞ HEADQUARTERS UNION REPUBLICAN CITY EXECUTIVE COMMITTEE, No. 1105 CHESNUT Street.

At a meeting held on WEDNESDAY, July 27, the following, among other proceedings, was adopted:—

Resolved, That the Convention to nominate a candidate for Representative of the First Representative District be RECONVENED, and a Sub-Committee of three be selected from this City Executive Committee to effect the permanent organization thereof.

In accordance therewith the delegates elected to said Convention will meet at the southwest corner of SIXTH and DICKERSON Streets, on THURSDAY, August 11, at 10 A. M., for the purpose of placing a candidate in nomination.

By order Republican City Executive Committee,
Attest:— CHARLES W. RIDGWAY,
Vice-President, presiding.
JOHN MCCULLOUGH,
M. C. HONG, Secretaries. 7 29 fmw 6t

☞ FOR SHERIFF,

WILLIAM R. LEEDS,

TENTH WARD. [7 11 tf

☞ FOR REGISTER OF WILLS,

1870,

WILLIAM M. BUNN,

SIXTEENTH WARD.

Late Private Company F, 72d P. V. [7 11 tf

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GOOD SUMMER CLOTHES

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FEMALE MEMBERS,

but NOBODY CAN APPROACH US IN AMPLE PROVISION for the

MEN AND BOYS.

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Our Drap d'Ete Coats are the perfection of beauty.
Our Linen Ducks are marvels of cheapness.
Our Striped Cassimeres cannot be improved upon.

The public invited, singly or in families, to come to the

GREAT BROWN HALL
OF
ROCKHILL & WILSON
603 and 605 CHESNUT STREET.

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FLAX COLORED LINENS, 25 cents.
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EMBROIDERED INITIAL HANDKERCHIEFS, at $1·00 each, including every letter of the alphabet.
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NEW PUBLICATIONS.

HARPER'S WEEKLY.

This popular illustrated newspaper fulfils exactly the promise of its title, being in the true sense of the phrase a

JOURNAL OF CIVILIZATION.

Its range of Discussion and Illustration embraces

EVERY CLIME AND NATION

on the face of the Globe, and, while paying special attention to

HOME TOPICS,

it presents its readers with a faithful panorama of the progress of events throughout the globe.

The current number contains a large variety of useful and attractive features. Among its illustrations will be found an interesting engraving from a picture by the French artist Perrault, entitled

"GOING TO MARKET,"

representing a young peasant stopping on her way to market to rest by the roadside; a picturesque view from the

BLUFF AT LONG BRANCH,

at the bathing hour; one of Nast's most trenchant pictorial satires, called

"THE NEW COMET,"

treating the Chinese question in a new, original, and very striking manner; a carefully-engraved map of

THE SEAT OF WAR IN EUROPE,

showing the principal strategic points along the Rhine and the sea-coast of Belgium, Holland, Denmark, and Prussia; portraits of the

HON. F. T. FRELINGHUYSEN,

the newly-appointed Minister to England, and the late

M. PREVOST-PARADOL,

Minister from France to the United States, whose recent suicide at Washington caused so profound a sensation in this country and Europe; a fine illustration of

MODERN ARCHERY,

as practiced by the ladies of the nineteenth century; timely and interesting illustrations of

THE RIVAL BREECH-LOADERS,

and the latest application of

"SHOO, FLY!"

In all its literary features HARPER'S WEEKLY maintains its well-earned reputation for high tone, variety, and enterprise. During the last year it has given its readers one of the most remarkable novels of the period—WILKIE COLLINS'

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—which is succeeded by a serial story of very great interest, entitled

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written expressly for its columns or selected from foreign sources. One of its most attractive features for the year will be the interesting series of

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COMPLETE ILLUSTRATED RECORD

of the Events of the Times, and a faithful and intelligent commentary upon them. It will continue to treat of every topic,

POLITICAL,
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LITERARY, and
SCIENTIFIC,

which is of current interest, and will give the best and most interesting illustrations that can be obtained from every available source.

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Stitching, Hemming, Felling, Tucking, Cording, Braiding, Quilting, Gathering and Sewing on, Overseaming, Embroidering on the Edge, and its Beautiful Button-Hole and Eyelet Hole Work,

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We have also for sale our "PLAIN AMERICAN, a beautiful family machine, at a Reduced Price. This machine does all that is done on the Combination except the Overseaming and Button-hole work

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EXCURSIONS.

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On and after THURSDAY, June 30, the steamer ARROWSMITH will leave ARCH STREET WHARF for CAPE MAY on TUESDAYS, THURSDAYS, and SATURDAYS at 9 A. M.

Returning, will leave CAPE MAY on MONDAYS, WEDNESDAYS and FRIDAYS at 8 A. M., stopping each way at Chester and New Castle.

Fare, $2·25, including carriage hire.
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FOURTH GRAND EXCURSION AROUND NEW YORK BAY AND DOWN TO LONG BRANCH,
LANDING AT NEW YORK TWO HOURS.
Leave Philadelphia, from WALNUT ST. WHARF, MONDAY, August 1, 1870,
at 7½ o'clock A. M.

FARE FOR THE EXCURSION:
Single Tickets.....$2·50
Gentleman and Lady.....4·50

Tickets can be procured at the Office of Beck's Band, No. 828 Market street; of Charles Brintzinghoffer, No. 925 Market street; of Enos C. Renner, No. 501 Girard avenue; Ticket Office, No. 828 Chesnut street, and at the wharf on the morning of the Excursion. 7 27 wfs 3t

DAILY FIRST-CLASS EXCURSIONS to those cool, delightful, and shady GARDENS at GLOUCESTER POINT. Always a breeze blowing. Take or send the family. Steamers with every accommodation. (Ice water, etc.) Leave SOUTH Street every few minutes. 6 30 1m 4p

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COPARTNERSHIPS.

DISSOLUTION.—THE FIRM OF ELKINS & CO. was dissolved on the 12th instant, by mutual consent, GEORGE W. ELKINS withdrawing from the firm. The business will be continued by W. E. TABER and GEORGE HARBERT. 7 29 3t

ONE DOLLAR GOODS FOR 95 CENTS, 7 15 tf DIXON'S, No. 21 S. EIGHTH Street.

NEW-YORKISMS.

From Our Own Correspondent.

NEW YORK, July 29, 1870.

The Black Boy at West Point.

A mystery hangs over the black boy at West Point. The truth of the story is hard to get at. The smoke is so thick upon the pearl that its natural lustre is entirely hid. Rival newspapers have sent their interviewers to him, and still the truth hangs fire. To-day we read an eloquent letter from him which wrings the heart; to-morrow opposing parties print a revelation that unwrings it. In the midst of these contradictions the question seems to be tapering into "Is there a black boy at West Point at all, or is he a newspaper myth, an Ethiopian Frankenstein galvanized into life by horrid sensation-seekers?" Is it true that he has been snubbed and sworn at, laid out, set up, and had a head put on him (whenever I feel strongly I use good, plain, idiomatic English), or does he live in clover with his bread buttered on both sides? If I take the word of this reporter the conviction is fixed upon me that the black boy at West Point is treated with the sweetest courtesy, the most distinguished consideration by the officers and drill-masters there. If I turn to that one I am compelled to believe that he is regarded with the same intolerable toleration with which a colored blag-yer-boots aspiring to a cadetship would be contemplated. Reason reels before the alternative presented, and I catch myself promising myself to devote my first holiday to visiting the black boy at West Point. I should like to know whether, after all, there is one really there. If so, whether he writes his letters to the newspapers all alone by himself. At present he has but one rival in this respect in English literature. Is it necessary to say that I allude to Lydia Thompson? The "Ready Letter-Writer" forbid!

Literary Egg-Suckers.

New York is mushroomed with men who earn a living by writing short stories. The representative story-writer is an unwholesome and painful sight. He may be able to shake romances out of his coat-sleeve, but the sleeve itself is very practically ragged, and as the interior of it catches the corner of your eye, you perceive that it comes next to the skin without the intervention of a linen or muslin garment. Possibly a pair of wristbands, with an expensive edge of dirt, deceives the careless observer into a belief in the existence of a shirt, but that pretense is not invariably successful. The coat is remarkable for the affectionate tenacity of the button-holes and buttons for one another, and the smell of drink as inseparably clings to him as the preposition *to* to a verb in the infinitive.

This is the representative story-writer, but there are several exceptions to him. Who is this that cometh, with filbert nails as clean as a mandarin's, and a general air of touch-me-not neatness? This is he who wrote "Found in an Ash-Barrel; or, The Baby-Farmer of Bloomingdale." His popularity is so unquestionable that the *Daily News* gives him credit for every story of his that it copies, and the *Police News* and the *New Idea* pay him three dollars a column. O believe me, it is something to wield an influence like to this, to know that the public is waiting to grab for every masterpiece that leaves your right hand, while *you* have only to grab the greenbacks which obsequious publishers cram into your left. This is indeed to write with a purpose, to teach the young idea (or rather the *New Idea*) how to shoot, so as to hit the bull's-eye of buncombe and morbidity. A few story-writers there are—but you will scarcely find them among the men—who betray any intent other than that of making five dollars by an infinitesimal outlay of time and talent. The *bouquet* of Bohemia lingers about the vast majority. They suck the literary eggs of celebrated novelists, and then cackle as if they had laid one themselves.

The Elevated Railway.

"How's that for high?" is a very natural question with respect to the Elevated Railway when we consider the expensiveness of its failure. So many features connected with it are interesting and extraordinary. Accidents upon it are to be depended upon with such absolute certainty as to promise to become a popular and easy method of suicide, greatly superior to charcoal or Paris green. "Something wrong" is the obscure hint permanently descriptive of it. No one expects anything better. Thanks to the logic of a highly intelligent and original officer connected with it, the public places immense faith in its practical demonstration of how great a strain it can safely—that is to say, with danger—be subjected to. When the last serious accident occurred, the arguments used by that authority were an exquisite example of dialectic discrimination. "Nothing better could have happened," he exclaimed, in substance, in allusion to the wounded victims. "This providential fatality, for which we ought to be grateful, teaches us where our weak point is and what amount of strain the road will not bear. O let us be joyful!" Since *he* was not a scratch the worse, perhaps it is only human nature for him to have thus expressed himself. At any rate it is an unusual and pleasant sight to see an officer of a public company so quick to recognize the hand of Providence in some one else's injuries. It proves him to possess a healthy, happy heart, and leads one to believe that similar calamities will be accepted as proving the Elevated Railway to be under the especial blessing of Providence. It is something to be able to feel that a road of peculiar danger built for the express accommodation of the public has at its head one who knows where to put the responsibility of loss of life or limb. It is not too late for men holding equally important positions to follow so lovely and sensible an example. Suppose, for instance, one of our theatres with narrow lanes of exit should be burnt down some night while crowded to the brim? According to Elevated Railway logic, it would be the best thing that could have happened, illustrating as it would that the lobbies should have been made wider and the aisles not blocked up with camp-stools. Who could impeach an argument like this?

Japanese Fans.

The Japanese fan sells cheap in the street. It is cried at street corners and in the city car, and flutters equally in the hands of those who keep shops and those who do shopping. Fanning being a fashion characteristic of the Japanese, we seem to have imported it along with the "agitators." Consequently the coquettish sentiment of the fan is in a slight degree injured. When a pursy haberdasher takes to brandishing one in his "pudgy" hand, the romance of the thing is destroyed. Flirtation no longer flashes out of every stick or trembles in the downy fringe of the cunning little triangular trifles. Poetry steals away abashed before the hard front of utility. Perhaps some compensation is found in the knowledge of Japanese social customs which the illuminated surface of the Japanese fan reveals. But I am inclined to think that those triumphs of oriental art are for the most part lost upon the heavy-breathing fanners, who, if I may judge from half-uttered sentences, are industriously engaged in heaping silent but sincere curses upon the weather.

ALI BABA.

FALL OF A BRIDGE.

Disastrous Result of a Storm at Pittsburg—Span of a Bridge Destroyed, and a Number of Persons Injured.

The violent storm which visited the city and vicinity yesterday afternoon was, like all its predecessors, productive of direful results. The severest accident of the afternoon occurred at the Ewalt street bridge, in course of construction across the Allegheny river.

Shortly before three o'clock, and just before the heavy storm, a terrible gale set in, which, coming up the river, blew down trees and fences in the vicinity. The wind struck the new bridge, the framework of the span, next the Pittsburg side, which was partially completed, falling with a terrible crash to the river, carrying down a number of workmen. There were at the time about eighteen men at work near the centre of the span, and four ran off the Pittsburg side, while two succeeded in reaching the first pier before the structure fell. Twelve men went down, and it is a wonder that some of them were not killed, as the wood-work was terribly wrecked, while huge irons were wrenched into every possible shape.

The water where the accident occurred was fortunately shallow, and those who were not injured by the fall and falling timbers managed to escape from among the debris. The injured men were rescued by persons who had been at work on shore.

No one, it is thought, was fatally injured, but the escape of the men from death was very wonderful.—*Pittsburg Chronicle, 28th.*

WIGWAG.

Simon's Interest in the Politics of Allegheny County.

The Pittsburg *Commercial* of Thursday says:—

We have it on reliable authority that Simon Cameron takes the deepest interest in the politics of Allegheny county at present, and that he has directed the ring, in his service here, to throw the county into the hands of the Democrats rather than have the reform ticket elected. In other words, the Cameron instruction is:—Permit no Republican to be sent to Congress or the Legislature that is not a Cameron man. Hence the tenacity with which the ring, under the leadership of the servants of Cameron, hold out against the Republican movement. It is for this reason a second ticket is to be brought into the field. Over and over have we asked why this should be done, and no answer has been forthcoming. The real motive the ring dare not avow. It would be fatal to them to do it. But it has transpired that the reason is that Cameron has issued his edict that no Republican for Congress or the Legislature not a trusted Cameron man shall be elected from Allegheny this fall.

Republicans of Allegheny! to what base uses have you come at last? Your organization is in the hands of the greatest political corruptionist the country has produced, and you, your party, its principles, all, are to be sacrificed to further his interest and maintain his power!

CITY ITEMS.

SUMMER CLOTHING,
ALL KINDS,
BETTER IN EVERY WAY, AND
LOWER IN PRICE
THAN ANY OTHER READY-MADE STOCK
IN PHILADELPHIA.
Half-way between Fifth and Sixth Streets. } BENNETT & CO., TOWER HALL, No. 518 MARKET ST.

MRS. GATES AND MRS. JAMES.—Mrs. Gates—Good morning, Mrs. James. How well you are looking; far better than when I saw you last.

Mrs. James—Oh yes; I am much better than I have been for a long time, and I am now on my way for more of my favorite medicine—PLANTATION BITTERS. One bottle of it is worth all the doctors in the world. No more doctors for me.

Mrs. Gates—Nearly every one speaks well of PLANTATION BITTERS, and I have a mind to try it myself. The fact is, I have no appetite, strength, or energy for anything. Mary and Lizzie are in the same way, and lounge about the house all day long, good for nothing.

Mrs. James—My word for it, Mrs. Gates, just let them try PLANTATION BITTERS moderately three times a day, and you will see a wonderful improvement.

A NEW ADVERTISING DODGE.—Every time a lady who uses fragrant SOZODONT opens her mouth she advertises the article. The state of her teeth is a certificate of its excellence. No spot darkens their surface, no impurity clings to them, the cushions in which they are set are rosy, and the breath that swells through them is sweet as the breeze of June.

MR. WILLIAM W. CASSIDY, the jeweller at No. 8 South Second street, has one of the largest and most attractive stocks of all kinds of Jewelry and Silverware in the city. He has also on hand a fine assortment of fine American Western Watches. Those who purchase at this store at the present time are certain to get the worth of their money.

WE WILL OPEN on Saturday with an entire new lot of dark green mixed Cheviot $10 dollar suits. The public are invited to call at the Brown Stone Hall of Rockhill & Wilson, Nos. 603 and 605 Chesnut street, and examine them.

SINGER'S FAMILY SEWING MACHINES,
Ten dollars cash.
Balance in monthly instalments.
O. F. DAVIS, No. 810 Chesnut street.

NEW STYLE PICTURE.—The German Chromos made by A. K. P. Trask, No. 40 N. Eighth street. They must be seen to be admired.

"SPALDING'S GLUE," useful in every house.

DIED.

BUNTING.—On the 27th instant, in Darby, NATHAN MYERS, son of Samuel and Susan L. Bunting, in the 2d year of his age.

The friends of the family are invited to attend the funeral, from the residence of his parents. To meet at the house at 4 o'clock P. M. on Seventh-day, the 30th instant.

SHUBERT.—On the 27th instant, HANNAH B. SHUBERT, wife of George W. Shubert, and daughter of the late Samuel Foster, of Cape May, in the 28th year of her age.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her uncle, Jacob Acker, No. 1638 S. Sixth street, on Sunday afternoon, July 31, at 3 o'clock. Services at Olivet Baptist Church.

WALLACE.—On the 27th instant, ELIZABETH, wife of Alexander Wallace, aged 31 years.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her husband, No. 944 Aramingo street, on Saturday at 2 o'clock P. M. To proceed to Franklin Cemetery.

CLOTHING.

JONES'
ONE-PRICE
CLOTHING HOUSE,
No. 604 MARKET Street.
OUR GARMENTS ARE WELL MADE.
OUR CUTTERS ARE MEN OF TALENT
BUT ONE PRICE IS ASKED.
SATISFACTION GUARANTEED EVERY PURCHASER.
11 mwfsptf GEO. W. NIEMANN.

HATS AND CAPS.

WARBURTON'S IMPROVED VENTILATED and easy-fitting Dress Hats (patented), in the improved fashions of the season. CHESNUT Street next door to the Post Office rp6

FINANCIAL.

DREXEL & CO.,
No. 34 SOUTH THIRD STREET.
American and Foreign
BANKERS,
ISSUE DRAFTS AND CIRCULAR LETTERS OF CREDIT available on presentation in any part of Europe.
Travellers can make all their financial arrangements through us, and we will collect their interest and dividends without charge.
DREXEL, WINTHROP & Co., New York. | DREXEL, HARJES & Co., Paris. [8

JAY COOKE & CO.
PHILADELPHIA, NEW YORK, AND WASHINGTON,
BANKERS
AND
Dealers in Government Securities.
Special attention given to the Purchase and Sale of Bonds and Stocks on Commission, at the Board of Brokers in this and other cities.
INTEREST ALLOWED ON DEPOSITS.
COLLECTIONS MADE ON ALL POINTS.
GOLD AND SILVER BOUGHT AND SOLD.
RELIABLE RAILROAD BONDS FOR INVESTMENT.
Pamphlets and full information given at our office,
No. 114 S. THIRD Street,
PHILADELPHIA. [7 18m

UNION PACIFIC RAILROAD CO.
Land Grant Bonds
Are obligations of the UNION PACIFIC RAILROAD COMPANY, secured by all the lands which they received from the Government, amounting to about 12,000,000 acres.
The total amount of the land grant mortgage is
$10,400,000.
Between July 28, 1869, and July 1, 1870, the Union Pacific Railroad Company sold 181,462 32-100 acres for $834,091·03, being an average price of $4·60 per acre.
The Company have received $521,000 land grant bonds in payment for land sold, and they have destroyed the $521,000 bonds, and have reduced the amount of the bonds to that extent. The Union Pacific Railroad hold obligations of settlers amounting to $243,745·08, secured by the land purchased by them, which is also pledged to the redemption of the land grant bonds. Should the sales of land continue as above, the whole issue of land grant bonds will be retired and cancelled within ten (10) years.
The Union Pacific Railroad land grant bonds pay SEVEN PER CENT. INTEREST, April and October. Run for twenty (20) years. For sale at $785 each.

DE HAVEN & BRO.,
No. 40 South THIRD Street.
SEVEN PER CENT. BONDS
At 75, Interest Regularly Paid.
WE OFFER FOR SALE
$60,000 SOUTH MOUNTAIN
IRON AND RAILROAD CO.
SEVEN PER CENT. BONDS,
At 75 and Accrued Interest,
SECURED BY 17 MILES OF RAILROAD,
Finished and doing good business, and about 23,000 acres of Coal and Iron ore land situated in Cumberland Valley, Pa.
B. K. JAMISON & CO.,
N. W. Cor. THIRD and CHESNUT Streets,
7 27 tf Philadelphia, Pa.

NOTICE.
TO TRUSTEES AND EXECUTORS.
The cheapest investment authorized by law are the
General Mortgage Bonds of the Pennsylvania Railroad Company.
APPLY TO
D. C. WHARTON SMITH & CO.,
BANKERS AND BROKERS,
No. 121 SOUTH THIRD STREET,
PHILADELPHIA.

SILVER
FOR SALE.
C. T. YERKES, Jr., & CO.,
BANKERS AND BROKERS,
No. 20 South THIRD Street.
6 25 PHILADELPHIA.

THE
Lehigh Valley Railroad Company
Will, until August 1 next, pay off at
Par and Accrued interest,
Any of their FIRST MORTGAGE BONDS, due in 1873, on presentation at their Office, No. 303 WALNUT Street.
L. CHAMBERLAIN,
TREASURER.
June 28, 1870. 6 27 1msp

FINANCIAL.

A DESIRABLE
Safe Home Investment
THE
Sunbury and Lewistown Railroad Company
Offer $1,200,000 Bonds, bearing 7 Per Cent. Interest in Gold, Secured by a
First and Only Mortgage.
The Bonds are issued in
$1000s, $500s and $200s.
The Coupons are payable in the city of Philadelphia on the first days of April and October.
Free of State and United States Taxes.
The price at present is
90 and Accrued Interest in Currency.
This Road, with its connection with the Pennsylvania Railroad at Lewistown, brings the Anthracite Coal Fields 67 MILES nearer the Western and Southwestern markets. With this advantage it will control that trade. The Lumber Trade, and the immense and valuable deposit of ores in this section, together with the thickly peopled district through which it runs, will secure it a very large and profitable trade.
WM. PAINTER & CO.,
BANKERS,
Dealers in Government Securities,
No. 36 South THIRD Street,
6 9 tf4p PHILADELPHIA.

Free from U. S. Taxes.
Eight Per Cent. Per Annum in Gold.
A PERFECTLY SAFE INVESTMENT.
First Mortgage Bonds
OF THE ISSUE OF
$1,500,000,
BY THE
ST. JOSEPH AND DENVER CITY RAILROAD CO.,
Issued in denominations of $1000 and $500, Coupon or Registered, payable in 30 years, with Interest payable 15th August and 15th February, in New York, London, or Frankfort, free of tax. Secured by a mortgage only on a completed and highly prosperous road, at the rate of $13,503·79 per mile. Earnings in excess of its interest liabilities. This line being the Middle Route, is pronounced the
Shortest and most Natural One for Freight and Passenger Traffic Across the Continent. St. Louis and Fort Kearney Spanned by a Railway, and connecting with the Union Pacific at Fort Kearney.

Capital Stock of the Company....	$10,000,000
Land Grant, pronounced value of	8,000,000
First Mortgage Bonds.....	1,500,000
	$19,500,000

The remaining portion of this Loan now for sale at 97½ and accrued interest in currency. Can be had at the Company's Agencies in New York, TANNER & CO., Bankers, No. 49 WALL Street, or W. P. CONVERSE & CO., No. 54 PINE Street.
Pamphlets, Maps, and all information can be obtained at either of the above-named agencies.
The attention of Capitalists and Investors is particularly invited to these Securities. We are satisfied they are all that could be desired, and unhesitatingly recommend them.
TANNER & CO.,
FISCAL AGENTS,
No. 49 WALL STREET, NEW YORK.
W. P. CONVERSE & CO.,
COMMERCIAL AGENTS,
No. 54 PINE STREET,
6 9 tfrp NEW YORK.

FOR SALE
Williamsport City 6 Per Cent Bonds,
FREE OF ALL TAXES.
ALSO,
Philadelphia and Darby Railroad 7 Per Cent Bonds,
Coupons payable by the Chesnut and Walnut Streets Railway Company.
These Bonds will be sold at a price which will make them a very desirable investment.
P. S. PETERSON & CO.,
No. 39 SOUTH THIRD STREET,
26 PHILADELPHIA

FINANCIAL

Wilmington and Reading
RAILROAD
Seven Per Cent. Bonds.
FREE OF TAXES.
We are offering $200,000 of the Second Mortgage Bonds of this Company
AT 82½ AND ACCRUED INTEREST.
For the convenience of investors these Bonds are issued in denominations of
$1000s, $500s, and 100s.
The money is required for the purchase of additional Rolling Stock and the full equipment of the Road.
The receipts of the Company on the one-half of the Road now being operated from Coatesville to Wilmington are about TEN THOUSAND DOLLARS per month, which will be more than DOUBLED with the opening of the other half, over which the large Coal Trade of the Road must come.
Only SIX MILES are now required to complete the Road to Birdsboro, which will be finished by the middle of the month.
WM. PAINTER & CO.,
BANKERS,
No. 36 South THIRD Street,
55 PHILADELPHIA.

LEHIGH CONVERTIBLE
Per Cent. First Mortgage Gold Loan,
Free from all Taxes.
We offer for sale $1,750,000 of the Lehigh Coal and Navigation Company's new First Mortgage Six Per Cent. Gold Bonds, free from all taxes, interest due March and September, at
NINETY (90)
And interest in currency added to date of purchase.
These bonds are of a mortgage loan of $2,000,000, dated October 6, 1869. They have twenty-five (25) years to run, and are convertible into stock at par until 1879. Principal and interest payable in gold.
They are secured by a first mortgage on 5000 acres of coal lands in the Wyoming Valley, near Wilkesbarre, at present producing at the rate of 200,000 tons of coal per annum, with works in progress which contemplate a large increase at an early period, and also upon valuable Real Estate in this city.
A sinking fund of ten cents per ton upon all coal taken from the mines for five years, and of fifteen cents per ton thereafter, is established, and The Fidelity Insurance, Trust and Safe Deposit Company, the Trustees under the mortgage, collect these sums and invest them in these Bonds, agreeably to the provisions of the Trust.
For full particulars copies of the mortgage, etc., apply to
C. & H. BORIE,
W. H. NEWBOLD, SON & AERTSEN
JAY COOKE & CO.,
DREXEL & CO.,
E. W. CLARK & CO. 7 11 1m

SEVEN PER CENT.
First Mortgage Bonds
OF THE
Danville, Hazleton, and Wilkesbarre Railroad Company,
At 85 and Accrued Interest
Clear of all Taxes.
INTEREST PAYABLE APRIL AND OCTOBER.
Persons wishing to make investments are invited to examine the merits of these BONDS.
Pamphlets supplied and full information given by
Sterling & Wildman,
FINANCIAL AGENTS,
No. 110 SOUTH THIRD STREET,
6 13 tf PHILADELPHIA.
Government Bonds and other Securities taken in exchange for the above at best market rates.

GLENDINNING, DAVIS & CO.,
No. 48 SOUTH THIRD STREET,
PHILADELPHIA.
GLENDINNING, DAVIS & AMORY,
No. 17 WALL STREET, NEW YORK,
BANKERS AND BROKERS.
Receive deposits subject to check, allow interest on standing and temporary balances, and execute orders promptly for the purchase and sale of STOCKS, BONDS and GOLD, in either city.
Direct telegraph communication from Philadelphia house to New York. 1 2

ELLIOTT & DUNL
BANKERS
No. 109 SOUTH THIRD STREET,
DEALERS IN ALL GOVERNMENT SECURITIES, GOLD BILLS, ETC.
DRAW BILLS OF EXCHANGE AND ISSUE COMMERCIAL LETTERS OF CREDIT ON THE UNION BANK OF LONDON.
ISSUE TRAVELLERS' LETTERS OF CREDIT ON LONDON AND PARIS, available throughout Europe.
Will collect all Coupons and Interest free of charge for parties making their financial arrangements with us. 6 26tf

B. K. JAMISON & CO.,
SUCCESSORS TO
P. F. KELLY & CO.,
BANKERS AND DEALERS IN
Gold, Silver and Government Bonds
At Closest Market Rates,
N. W. Cor. THIRD and CHESNUT Sts.
Special attention given to COMMISSION ORDERS in New York and Philadelphia Stock Boards, etc. etc. 26tf

SAFE DEPOSIT COMPANIES.
SECURITY FROM LOSS BY BURGLARY, ROBBERY, FIRE, OR ACCIDENT.
The Fidelity Insurance, Trust, and Safe Deposit Company,
OF PHILADELPHIA.
IN THEIR
New Marble Fire-proof Building,
Nos. 329-331 CHESNUT Street.
Capital subscribed, $1,000,000; paid, $550,000.
COUPON BONDS, STOCKS, SECURITIES, FAMILY PLATE, COIN, DEEDS, and VALUABLES of every description received for safe-keeping, under guarantee, at very moderate rates.
The Company also rent SAFES INSIDE THEIR BURGLAR-PROOF VAULTS, at prices varying from $15 to $75 a year, according to size. An extra size for Corporations and Bankers. Rooms and desks adjoining vaults provided for Safe Renters.
DEPOSITS OF MONEY RECEIVED ON INTEREST, at three per cent, payable by check, without notice, and at four per cent., payable by check, on ten days' notice.
TRAVELLERS' LETTERS OF CREDIT furnished available in all parts of Europe.
INCOME COLLECTED and remitted for one per cent.
The Company act as EXECUTORS, ADMINISTRATORS, and GUARDIANS, and RECEIVE and EXECUTE TRUSTS of every description, from the Courts, Corporations, and Individuals.
N. B. BROWNE, President.
C. H. CLARK, Vice-President.
ROBERT PATTERSON, Secretary and Treasurer.
DIRECTORS.
N. B. Browne, Alexander Henry,
Clarence H. Clark, Stephen A. Caldwell,
John Welsh, George F. Tyler,
Charles Macalester, Henry C. Gibson,
Edward W. Clark, J. Gillingham Fell,
Henry Pratt McKean. [5 13fmwf

FOR SALE.
ASSIGNEES' SALE OF COUNTRY SEAT, MILLS, AND FARMS.
No. 1. A large Merchant Mill, with seven run of burrs, 150 horse-power; 70 acres of land, six Tenant Houses, and all other fixtures complete. Price, $35,000.
No. 2. A Grist and Saw-mill, 125 horse power; 22 acres of land, suitable for cotton, woollen, or paper manufacture; Dwelling House, and all the usual outbuildings, $12,000.
No. 3. A Farm of 275 acres, with beautiful Country Seat, Farm House three Tenant Houses, Barn, Milking Shed, Carriage-house, Henery, Ice-house, Grapery, and Gas-house, and all other fixtures suitable for a country residence and grazing or dairy farm. There is on this tract a Grist and Saw-mill, with a fall of 25 feet. Price, $300 per acre.
These properties adjoin, and are situated on the bank of the Brandywine at Chadd's Ford, on the Philadelphia and Baltimore Central Railroad, about 25 miles from Philadelphia. This is classic ground, being the site of the Brandywine battle in 1777.
No. 3 is the handsomest Country Seat to be found in the beautiful section of country where it is located.
For particulars address
WALTER HIBBARD,
West Chester,
6 3 f12tf* Chester county, Pa.

TO RENT.
TO LET—THE STORE PROPERTY NO. 722 Chesnut street, twenty-five feet front, one hundred and forty-five feet deep to Bennett street. Back buildings five stories high. Possession May 1, 1870. Address THOMAS S. FLETCHER,
12 10tf Delanco, N. J.
TO RENT—THREE-STORY DWELLING, with back buildings, situated in CONGRESS Street, No. 131, between Front and Second, with all the modern improvements.
Apply to AARON BURLEY,
6 15 No. 229 S. SEVENTH Street.
TO LET—HANDSOME DOUBLE HOUSE, No. 3909 Spruce street, West Philadelphia. All the latest conveniences. Fine large yard, with shade and fruit trees. Apply at No. 127 S. THIRD Street. 7 25 4t

TO SUMMER TOURISTS.
LEHIGH COAL & NAV. CO.'S RAILROADS.
PLEASURE TRAVELLERS
For the Valleys of WYOMING and LEHIGH, for the CATAWISSA RAILROAD, and for the SWITCH-BACK RAILROAD, celebrated for its magnificent views, should take the
9·45 A. M. EXPRESS TRAIN from the NORTH PENNSYLVANIA RAILROAD DEPOT,
Corner of BERKS and AMERICAN Sts., Philada.,
Or by taking the 3·20 P. M. train from the same depot, can go to Mauch Chunk, remain there overnight, pass over the SWITCH-BACK in the morning, and continue their journey that afternoon.
Those wishing to visit MAUCH CHUNK and the SWITCH-BACK, can take the 9·45 A. M. train, and return to Philadelphia the same evening.
Large and well-kept Hotels at Mauch Chunk, Williamsport, Wilkesbarre, and Scranton.
Passengers to Williamsport by the 9·45 train reach there in nearly two hours shorter time than by any other route.
Be sure to call for your tickets over the LEHIGH AND SUSQUEHANNA RAILROAD, and see that you get them over that road.
Tickets for sale at No. 160 South Fifth street, and at North Pennsylvania Railroad Depot.
E. K. HYNDMAN,
Master of Transportation.
JAMES A. DINKEY,
7 8 1mrp General Ticket Agent.

NORTH PENNSYLVANIA RAILROAD.
NEW AND ATTRACTIVE ROUTE
FOR
SUMMER TOURISTS
TO
Northern Pennsylvania, Interior New York, Buffalo Rochester, Niagara Falls, Watkins' Glen, the Great Lakes, and the West.
Also to Williamsport, Wilkesbarre, Scranton, Schooley's Mountain, Allentown, Mauch Chunk, and all points in the Lehigh, Wyoming and Susquehanna Valleys.
Novelty, Comfort, Speed and Fine Scenery are the attractions of this route.
The attention of Summer Tourists is asked to this new and attractive route, passing through the varied scenery of the Lehigh, Wyoming and Susquehanna Valleys, offering Comfortable Cars, Excellent Hotels and Rapid Transit to the numerous points of interest named above.
FIVE DAILY THROUGH TRAINS
At 7·35 A. M., 9·45 A. M., 1·45 P. M., 3·20 P. M. and 5·00 P. M. (Sundays excepted),
FROM PHILADELPHIA PASSENGER STATION,
Corner of BERKS and AMERICAN Streets.
Tickets for BUFFALO, ROCHESTER, NIAGARA FALLS and the WEST may be obtained at Office, No. 811 CHESNUT Street.
ELLIS CLARK, General Agent.
Tickets sold and Baggage checked through principal points at MANN'S NORTH PENNSYLVANIA BAGGAGE EXPRESS OFFICE, No. 106 South FIFTH Street. 7 1 1m

OUTLERY, ETC.
RODGERS & WOSTENHOLM'S POCKET KNIVES, Pearl and Stag handles, and beautiful finish; Rodgers', and Wade & Butcher's Razors, and the celebrated Lecoultre Razor; Ladies' Scissors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, Etc. Ear instruments, to assist the hearing, of the most approved construction, at P. MADEIRA'S,
No. 115 TENTH Street, below Chesnut.

PIANOS.
ALBRECHT,
RIEKES & SCHMIDT,
MANUFACTURERS OF
FIRST-CLASS PIANO-FORTES.
Full guarantee and moderate prices.
3 24 WAREROOMS, No. 610 ARCH Street.

THE WAR IN EUROPE.

RIVAL TACTICS.

THE MILITARY SYSTEMS OF PRUSSIA AND FRANCE —THE DIFFERENCE IN THEIR TACTICS.

The great Napoleon said "we must change our tactics every ten years if we would preserve our superiority upon the field of battle." The French used in the olden time to be remarkable for their *élan*, for the ardor of individuals and regiments—every sergeant felt that he might become a general. This French characteristic was specially noted at Solferino and in the Italian campaign, and it was recognized that the brilliant personality of the soldiers of the first republic and the first empire had nothing diminished from the days of Arcola and Austerlitz. As late as 1860 Prince Frederick Charles of Prussia issued "A Military Memorial," and his exalted rank and subsequent position as commander-in-chief gave great weight to his judgment. In this memorial he asserted that the French had a certain freedom from routine and an elasticity of movement which the Prussians would do well to imitate. His military ideal was the French soldier, the "thinking bayonet." Prussia would conquer France in a war if she could shake herself free from the routine of parade, the demands of regulations, and her system of skirmishing. The first principle on which the French act is to set aside, as soon as the army enters the field, the regulations of the barracks. The three points that should be at once attended to in order to make the Prussian army capable of conquering that of France are, first, to develop the military qualities of each individual soldier earnestly in time of peace; secondly, to give the army leaders who have a thorough acquaintance with the three principal arms; and, thirdly, to oppose to the French a more varied and elastic system of tactics. Colonel Ferri-Pisani, of the French staff, in the *Moniteur de l'Armee* of September, 1868, says of the Prussians:—

Orders of battle become dispersed; the continuity of lines is broken up to such an extent that there is not even left the smallest trace of the general direction of the movement. We see numerous partial attacks, executed by battalions, half-battalions, single companies, or two companies near together; there is little or no unity apparent in their movements, either in regard to time or space; scarcely ever an instance of a manœuvre embracing more than two battalions. Moreover, when the plan of attack is tolerably clearly designed, it generally rests on the formation of several columns, isolated, diverging from each other, starting from points wide apart, and marching directly upon different points of the enemy's position, without a single arrangement for concentration among them all.

A reply to Colonel Pisani in the military journal of Berlin, the *Militarische Wochenblatter*, asserts that the reason why single companies are employed in this isolated manner in Prussia is that their captains are experienced and carefully instructed men, accustomed to great responsibility, and to taking upon themselves the right to act, which is not allowed among the French, "who are thus rendered incapable of adopting the Prussian tactics, even if they might wish to do so." It appears, then, that the conditions of 1860 are reversed; that the routine and parade-ground regularity of the Prussians had been succeeded by a want of regularity and a want of arrangement so great as to startle the French, whose very first principle was supposed to be "absolutely to set aside at the outbreak of war the very recollection of the parade ground."

"The French," says our Prussian writer, in the *Militarische Blatter*, "cannot adopt the Prussian tactics even if they wish. These tactics require a previous scientific education, general as well as military, which renders the officers familiar with the great incidents of war, and which, as a consequence, gives them the power of deciding rapidly and instaneously; and this it is impossible to find, or even to hope for, among a body of officers where, as in France, the majority have risen from the ranks." Perhaps a more remarkable shifting of opinion has never been seen since the first days of the French revolution.

There can be little doubt that, whereas the French tactics, which were decidedly in advance of all others in 1859, have not undergone any striking change since that date, those of Prussia have been entirely modified. The perpendicular order—the disposition of the army in depth rather than in breadth—the theoretical Prussian formation for attack, is one of those recommendations which has been acted upon. The great autumn manœuvres, the improved military educational system, are part of his recommendation to give the chiefs of the army an acquaintance with the working of the three arms. Prussia has certainly taken the lead in the elasticity of her tactics, which, indeed, were so stretched at times during 1866 as entirely to lose all semblance of their normal shape. It may or may not be that she has gone too far. At all events, all Europe owes her gratitude for taking the lead in abolishing that painful and cumbrous system of drill which she was the first to inflict upon European armies.

The Prussians employ in the attack what is known as the "perpendicular order," in which, theoretically, the army is formed in considerable depth, but on a small front. The true spirit of this perpendicular order is thus defined in the last number of the *Journal of the United Service Institution*:—

An advanced guard goes to the front, reconnoitres, spreads out, feels the enemy, ascertains which are really the weak points, and on the principle of engaging as many troops as possible, and getting as much out of them as possible, very often engages in a very severe attack, and very often bears the brunt of the battle. The main body follows, not necessarily so near as to be involved in the attack of the advanced guard, but so near that when the advanced guard has found the weak points, it may attack with its fresh, unbroken masses upon the points selected, or following out the system of flank attack, while the advanced guard continues its front attack, the main body moves round to the flank, and endeavors to outflank the enemy, so that the attack of the advanced guard becomes a feint. Then there is the reserve, the troops of which should be held in hand by the commanding general, so that they may be used, if necessary, to complete the decisive shock at the right moment, or to cover the retreat.

The Prussian battalion on a war footing is composed of four companies of 250 men, and is thus 1000 strong. The French battalion on a war footing contains six companies of from 120 to 150 men, and thus has a mean effective strength of about 800. The Prussian battalion is thus stronger in the proportion of about 5 to 4. But the Prussian company is nearly double the strength of the French company, and is regulated by the minimum of troops to be commanded by a mounted officer, whereas the French company is of the maximum strength which can be commanded by an officer on foot. The Prussian colonel of a battalion finds under him four mounted officers, each of whom commands a body of 250 men with four officers, and there is a natural tendency, fostered by the system of drill and tactics, for each of these companies to isolate itself and assume independence in action. How this grows has been well shown by the author of "Tacktische Ruckblicke," that remarkable criticism by a Prussian officer on the war of 1866. On entering under the enemy's fire, the four company columns of the battalion take different routes to obtain shelter. The commanding officer of the battalion, dismounted, is obliged to attach himself to one company. The number in each company being more than can be properly commanded by an officer on foot, each captain, when he is forced by the nature of the ground to dismount, loses control over his men, and they in turn, seeking each his own line for safety's sake, the company itself becomes broken up. So long, it is argued, as there is an advance, and a success, so long this is comparatively unimportant; but as soon as it becomes a question of retreat these scattered bodies, without cohesion, without commanders, become mixed, and joining together as best they may, form bodies which are wanting in the elements of unity and of strength. Such were the extraordinary mixed columns on which the Hanoverian cavalry threw themselves at Langensalza, composed not only of entire companies, but of detached individuals and fractions from many battalions. Here, say the French, is the weak point of the Prussian company system. On the other hand, the Prussians, as we have seen, claim for this system that so long as they have captains really capable of taking command, and acting independently, so long is this company the best unit for movements under the precise fire of modern arms. It is, in fact, the key of their whole system of infantry tactics. They say that in this power of breaking up a battle into a number of partial and local actions lies their real superiority; but even the most enthusiastic admirers of the system admit that under a reverse, and if reserves are not at hand on which to rally, the most dangerous results may arise. But, they say, we take the bad with the good; a large battalion would be annihilated in advancing against an enemy, and we neutralize as much as possible the danger of excessive dispersion by the instruction given to our officers and men.

Both Prussians and French recognize that skirmishers are no longer merely a screen, but a line of attack and defense. Thus the Prussian advanced guard throws out its skirmishers to cover the advance of every company column, for which purpose one-third of each company is employed. But here, again, it is often complained that the Prussian skirmishers lose their own companies when they are driven in, and that hence great confusion arises, and more than one writer, from Prince Frederick Charles to the author of the "Tactical Retrospect," advocates the employment of whole companies as skirmishers, not of fractions of companies as now.

There is little doubt that the French artillery will be found superior to the Prussian. The French artillery is always on a war footing; the Prussian artillery has a very different effective in peace and in war. In peace the batteries have only four guns, and when they are mobilized they have six. Thus the batteries which enter on a campaign have raw horses for one-third of their guns and carriages, the non-commissioned officers and men have to be redistributed, and there is not that perfect training and understanding between men and horses, and between officers and men, which exists in French and English batteries, and which is absolutely essential to first-rate service in the field. The author of the "Tactical Retrospect" severely criticises the tactical failure of the Prussian artillery in 1866. It did not, he says, find its proper place in action. It was wasted, and out of the way, while the Austrian guns were doing good service. There was a want of tactical daring among its officers. Infantry columns were launched to the attack unsupported by artillery, and on positions which the artillery had not previously shaken. Doubtless, the lesson will not be without its effect. As regards the actual armament of the rival powers, there is but little to choose between them. Prussia, in the midst of abandoning her steel for bronze will take both into action. Her breech-loaders have almost the same range and projectiles as the French muzzle-loaders; and we may confidently say that, should they come into collision, it is their tactical use that will give one or the other the predominance, not their material or nature. In this point we notice a distinct difference between the tactics of the two nations, so far as we can judge. The Prussians, like the Austrians, are inclined to keep their guns far back, and to fire at ranges of from 2000 to 3000 yards over the heads of their advancing columns. Theoretically, they get all the advantage of their artillery, and the gunners can work quietly and undisturbed; practically, lose the confidence of the guns being at their side. But the attack will not fire on this distant artillery when they can throw grape into the bodies of infantry in the front.

There is one weapon which Prussia has not—the "witwillear." France has many batteries of these, each of eight guns, each gun worked by three sub-officers; each gun should throw three hundred shots per minute for five or six consecutive minutes, to considerable ranges, and with accuracy.

ROOFING.

PHILADELPHIA

Painting and Roofing Co.

TIN ROOFS REPAIRED.

All leakages in Roofs warranted to be made perfectly tight.

SPENCER'S GUTTA-PERCHA PAINT

Will preserve Tin Roofs from Rusting and Leaking, and warranted to stand ten years without repainting.

This is the only Paint that will not crack or peel off. It is Elastic Paint; it expands and contracts with the tin, and leaves no cracks or seams open for water to go through.

IRON FENCES PAINTED WITH SPENCER'S PATENT IRON PAINT, made expressly for iron work, warranted not to crack or peel off; will retain its beautiful gloss for five years.

All work warranted.

All orders promptly attended to. Address

PHILADELPHIA PAINTING AND ROOFING COMPANY,

7 14 3m No. 53 N. SIXTH St., Philadelphia.

READY ROOFING.—This Roofing is adapted to all buildings. It can be applied to

STEEP OR FLAT ROOFS

at one-half the expense of tin. It is readily put on old Shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and furniture while undergoing repairs. (No gravel used.)

PRESERVE YOUR TIN ROOFS WITH WELTON'S ELASTIC PAINT.

I am always prepared to Repair and Paint Roofs at short notice. Also, PAINT FOR SALE by the barrel or gallon; the best and cheapest in the market.

W. A. WELTON,

2 17 No. 711 N. NINTH St., above Coates.

FIRE AND BURGLAR PROOF SAFE

J. WATSON & SON,

Of the late firm of EVANS & WATSON,

FIRE AND BURGLAR-PROOF

SAFE STORE,

No. 53 SOUTH FOURTH STREET,

3 31 A few doors abov Chesnut st., Philada.

IMPORTANT TO PERSONS GOING TO EUROPE.—Passports issued by the State Department of the United States Government are the only ones recognized now by the Ministers and Consuls of the United States, and can be obtained in twenty-four hours, on an application made in person or by letter to the Official Passport Bureau. R. S. LEAGUE & CO., No. 136 South SEVENTH Street, Philadelphia.

CITY ORDINANCES.

COMMON COUNCIL OF PHILADELPHIA,
CLERK'S OFFICE,
PHILADELPHIA, July 8, 1870.

In accordance with a resolution adopted by the Common Council of the city of Philadelphia on Thursday, the 7th day of July, 1870, the annexed bill, entitled "An Ordinance to Create a Loan for a House of Correction," is hereby published for public information.

JOHN ECKSTEIN,
Clerk of Common Council.

AN ORDINANCE

To Create a Loan for a House of Correction.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the Mayor of Philadelphia be and he is hereby authorized to borrow, at not less than par, on the credit of the city, from time to time, for a House of Correction, five hundred thousand dollars, for which interest, not to exceed the rate of six per cent. per annum, shall be paid half yearly on the first days of January and July, at the office of the City Treasurer. The principal of said loan shall be payable and paid at the expiration of thirty years from the date of the same, and not before, without the consent of the holders thereof; and the certificates therefor, in the usual form of the certificates of city loan, shall be issued in such amounts as the lenders may require, but not for any fractional part of one hundred dollars, or, if required, in amounts of five hundred or one thousand dollars; and it shall be expressed in said certificates that the loan therein mentioned and the interest thereof are payable free from all taxes.

Section 2. Whenever any loan shall be made by virtue thereof, there shall be, by force of this ordinance, annually appropriated out of the income of the corporate estates and from the sum raised by taxation a sum sufficient to pay the interest on said certificates; and the further sum of three-tenths of one per centum on the par value of such certificates so issued, shall be appropriated quarterly out of said income and taxes to a sinking fund, which fund and its accumulations are hereby especially pledged for the redemption and payment of said certificates.

RESOLUTION TO PUBLISH A LOAN BILL.

Resolved, That the Clerk of Common Council be authorized to publish in two daily newspapers of this city daily for four weeks, the ordinance presented to the Common Council on Thursday, July 7, 1870, entitled "An ordinance to create a loan for a House of Correction;" and the said Clerk, at the stated meeting of Councils after the expiration of four weeks from the first day of said publication, shall present to this Council one of each of said newspapers for every day in which the same shall have been made. 7 8 24t

PATENTS.

PATENTS.

OFFICES FOR PROCURING

Patents in the United States and Foreign Countries,

FORREST BUILDINGS,

119 S. FOURTH St., Philada.,

AND MARBLE BUILDINGS,

SEVENTH Street, above F,

(Opposite U. S. Patent Office),

WASHINGTON, D. C.

H. HOWSON, Solicitor of Patents.
C. HOWSON, Attorney-at-Law.

Communications to be addressed to the Principal Offices Philadelphia. 10 mws

STATE RIGHTS FOR SALE.—STATE Rights of a valuable Invention just patented, and for the SLICING, CUTTING, and CHIPPING of dried beef, cabbage, etc., are hereby offered for sale. It is an article of great value to proprietors of hotels and restaurants, and it should be introduced into every family. STATE RIGHTS for sale. Model can be seen at TELEGRAPH OFFICE, COOPER'S POINT, N. J.

7 27 MUNDY & HOFFMAN.

PROPOSALS.

TO CONTRACTORS AND BUILDERS.—SEALED PROPOSALS, indorsed "Proposals for Building a Public School-house in the Twentieth Ward," will be received by the undersigned at the office, southeast corner of SIXTH and ADELPHI Streets, until THURSDAY, August 4, 1870, at 12 o'clock M., for building a Public School-house on a lot of ground situate on Eleventh street, below Thompson, Twentieth ward.

Said school-house to be built in accordance with the plans of L. H. Esler, Superintendent of School Buildings, to be seen at the office of the Board of Public Education.

No bids will be considered unless accompanied by a certificate from the City Solicitor that the provisions of an ordinance approved May 25, 1860, have been complied with.

The contract will be awarded only to known master builders.

By order of the Committee on Property.

H. W. HALLIWELL
7 20 23 26 30aul 4 Secretary.

TO CONTRACTORS AND BUILDERS.—SEALED PROPOSALS, endorsed "Proposals for Building a Public School House in the Twenty-first Ward," will be received by the undersigned, at the office, southeast corner of SIXTH and ADELPHI Streets, until THURSDAY, August 4, 1870, at 12 o'clock M., for building a Public School House on a lot of ground situate on Washington street, Manayunk, Twenty-first ward.

Said School House to be built in accordance with the plans of L. H. Esler, Superintendent of School Buildings, to be seen at the office of the Board of Public Education.

No bids will be considered unless accompanied by a certificate from the City Solicitor that the provisions of an ordinance approved May 25, 1860, have been complied with. The contract will be awarded only to known master builders.

By order of the Committee on Property.

H. W. HALLIWELL,
7 20 23 26 30 aul 4 Secretary.

WASHING MACHINES.

TO THE DOUBTFUL.

Bring some soiled clothing on any Tuesday, Thursday and Saturday, and we will prove to you that the

KING WASHER

Will do the work well and quickly.

We will sell them payable in easy instalments.

We are agents for the RELIANCE WRINGERS, the easiest to work in the market. [5 5 thstusmrp

J. H. COYLE & CO.,

Wholesale Dealers in Wooden Ware, Yarns, Etc.,

No. 516 MARKET STREET.

Agents wanted for Pennsylvania and New Jersey.

THE PRINCIPAL DEPOT FOR THE SALE OF REVENUE STAMPS,

No. 304 CHESNUT STREET.

CENTRAL OFFICE, No. 105 S. FIFTH STREET

(Two doors below Chesnut street),

ESTABLISHED 1862.

The sale of Revenue Stamps is still continued at the Old-Established Agencies.

The stock comprises every denomination printed by the Government, and having at all times a large supply, we are enabled to fill and forward (by Mail or Express) all orders immediately upon receipt, a matter of great importance.

United States Notes, National Bank Notes, Drafts on Philadelphia, and Post Office Orders received in payment.

Any information regarding the decisions of the Commissioner of Internal Revenue cheerfully and gratuitously furnished.

Revenue Stamps printed upon Drafts, Checks, Receipts, etc.

The following rates of commission are allowed on Stamps and Stamped Paper:—

On 25 and upwards..... 2 per cent.
" 100 " ..... 3 "
" 300 " ..... 4 "

Address all orders, etc., to

STAMP AGENCY,

No. 304 CHESNUT STREET, PHILADELPHIA.

PROPOSALS.

DEPARTMENT OF PUBLIC HIGHWAYS.
OFFICE, No. 104 S. FIFTH STREET,
PHILADELPHIA, July 28, 1870.

NOTICE TO CONTRACTORS.

SEALED PROPOSALS will be received at the Office of the Chief Commissioner of Highways until 11 o'clock A. M. on MONDAY, August 1, for the construction of the following three-foot sewers, viz.: on the line of

WALLACE Street, from FIFTEENTH to SIXTEENTH Street; on

NORTH Street, from FIFTEENTH to SIXTEENTH Street; on

EIGHTEENTH Street, from SPRING GARDEN to about 100 feet south of the south line of GREEN Street; on

OXFORD Street, from MASCHER to AMERICAN Street; on

RANDOLPH Street, from GIRARD Avenue to THOMPSON Street; on

MORRIS Street, from SEVENTH to EIGHTH Street; on

SANSOM Street, from THIRTY-EIGHTH to THIRTY-SEVENTH, thence on THIRTY-SEVENTH Street south to WALNUT Street.

BEACH Street, from GREEN to COATES Street; on

LAWRENCE Street, from THOMPSON to JEFFERSON Street; on

SIXTH Street, from THOMPSON to SUMMIT, north of JEFFERSON Street; on

THIRD Street, from CULVERT Street to SUMMIT, north of George street, and on

TWENTY-SECOND Street, from VINE to WOOD Street; on

CLAY Street, from the sewer in TWELFTH Street, westward to the angle in said CLAY Street; on

FIFTH Street and YORK Avenue, from GREEN to BUTTONWOOD Street; on

SEVENTH Street from WILLOW to GREEN Street, with such manholes as may be directed by the Chief Engineer and Surveyor. The understanding to be that the sewers herein advertised are to be completed on or before the 31st day of October, 1870. And the contractor shall take bills prepared against the property fronting on said sewer to the amount of one dollar and fifty cents for each lineal foot of front on each side of the street as so much cash paid; the balance, as limited by ordinance, to be paid by the city; and the contractor will be required to keep the street and sewer in good order for three years after the sewer is finished.

When the street is occupied by a city passenger railroad track, the sewer shall be constructed alongside of said track in such manner as not to obstruct or interfere with the safe passage of the cars thereon; and no claim for remuneration shall be paid the contractor by the company using said track, as specified in Act of Assembly approved May 8, 1866.

Each proposal will be accompanied by a certificate that a bond has been filed in the Law Department, as directed by ordinance of May 25, 1860.

If the lowest bidder shall not execute a contract within five days after the work is awarded, he will be deemed as declining, and will be held liable on his bond for the difference between his bid and the next lowest bidder. Specifications may be had at the Department of Surveys, which will be strictly adhered to. The Department of Highways reserves the right to reject all bids not deemed satisfactory.

All bidders may be present at the time and place of opening the said proposals. No allowance will be made for rock excavation, except by special contract.

MAHLON H. DICKINSON,
7 28 3t§ Chief Commissioner of Highways.

PROPOSALS FOR CONSTRUCTION OF A SIDE-WHEEL STEAMER OF WOOD FOR REVENUE MARINE SERVICE.

TREASURY DEPARTMENT,
WASHINGTON, D. C., June 1, 1870.

Separate Sealed Proposals will be received at this Department until 12 o'clock FRIDAY, July 29, 1870, for building one side-wheel steamer, of wood, of 259 tons (O. M.), for the revenue marine service for the Pacific coast, to be delivered at the port of San Francisco.

Measurements for tonnage to be according to the old Custom House rule, taking the length on load line from forward part of stem to after part of sternpost, breadth of beam moulded, and depth from under part of deck to top of ceiling.

General specifications for the above vessel will be furnished bidders on application at Custom House at Boston, New York, Philadelphia, Baltimore, and San Francisco.

A guaranteed speed of twelve knots on a trial course of a mile, and eleven knots for six consecutive hours, will be required.

Favorable consideration will be given to bids in accordance with the rate speed guaranteed in excess of the rate above stipulated.

The work will be carried on under the personal supervision of an agent the Treasury Department, and all facilities m be afforded him for inspecting the material and workmanship. Such parts of either as are not in accordance with the drawings and specifications will be rejected, and must be made good by the contractor.

No bid will be considered for this vessel except from parties regularly engaged in ship-building.

The Department reserves the right to reject any and all bids.

Each bid must be accompanied by a written guarantee signed by the bidder and competent surety (certified to be such by some officer known to the Department), in the sum of twenty thousand dollars ($20,000), that in the event of the acceptance of such bid the necessary contract will be entered into within ten days after notice is given by the Department that the bid has been accepted.

The bid should state the sum for which such vessel will be completed and delivered as aforesaid.

Seven months from the time of signing the contract will be allowed for the completion of the vessel.

A copy of the plans and specifications must be enclosed with the bid as evidence as to the object of the proposal.

All proposals must be signed, sealed, and endorsed "Proposals for Revenue Steamer," and enclosed in an envelope addressed to Secretary of the Treasury, Washington, D. C.

Any bidder may be present and witness the opening of the bids.

Bidders will be required to furnish with their bids a general plan and elevation showing the internal arrangement, with a view to obtain the best disposition of the several parts.

Parties whose bids are accepted will be required to furnish acceptable models with detailed specifications before closing contracts.

The vessel must be built according to American Lloyd's specifications for A No. 1 wooden vessels for nine years. GEORGE S. BOUTWELL,
6 7 2aw16t Secretary of the Treasury

FURNACES.

Established in 1835.

Invariably the greatest success over all competition whenever and wherever exhibited or used in the UNITED STATES.

CHARLES WILLIAMS'

Patent Golden Eagle Furnaces,

Acknowledged by the leading Architects and Builders to be the most powerful and durable Furnaces offered, and the most prompt, systematic, and largest house in this line of business.

HEAVY REDUCTION IN PRICES,

and only first-class work turned out.

Nos. 1132 and 1134 MARKET Street,

PHILADELPHIA.

N. B.—SEND FOR BOOK OF FACTS ON HEAT AND VENTILATION. 6 23 4m

PROPOSALS.

PROPOSALS FOR STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.

POST OFFICE DEPARTMENT, July 11, 1870.

SEALED PROPOSALS will be received until 12 o'clock M., on the 11th days of August, 1870, for furnishing all the "Stamped Envelopes" and "Newspaper Wrappers" which this Department may require during a period of four (4) years, commencing on the 1st day of October, 1870, viz:—

STAMPED ENVELOPES.

No. 1. Note size, 2⅝ by 5¼ inches—two qualities.
No. 2. Ordinary letter size, 3 1-16 by 5½ inches—three qualities.
No. 3. Full letter size, 3¾ by 6½ inches—three qualities.
No. 4. Full letter size, (for circulars), ungummed on flap, 3⅝ by 5¼ inches—one quality.
No. 5. Extra letter size, 3½ by 6¾ inches—three qualities.
No. 6. Extra letter size, 3⅝ by 6¼ inches (for circulars,) ungummed on flap—one quality.
No. 7. Official size, 3 15-16 by 8⅞ inches—two qualities.
No. 8. Extra official size, 4½ by 10¼ inches—one quality.

STAMPED NEWSPAPER WRAPPERS.

Six and a five-eighths by 9½ inches (round cut)—one quality.

EMBOSSING, WATER-MARKS, PRINTING, RULING PAPER STYLE OF MANUFACTURE.

All of the above Envelopes and Wrappers must be embossed with postage stamps, of such denominations, styles, and colors, must have such watermarks or other devices to prevent imitation, and bear such printing and ruling as the Postmaster-General may direct. The envelopes must be made in the most thorough manner, equal in every respect to the samples furnished to bidders by the Department. The paper must be of approved quality, specially manufactured for the purpose.

Whenever envelopes are order of the styles known as "Black-lined" or "Self-ruled," (lines printed inside, or ruled on the face), the same shall be furnished without additional cost, the contractor to pay all charges for royalty in the use of patented inventions for said lined or ruled envelopes.

DIES.

The dies for embossing the postage stamps on the envelopes and wrappers are to be executed to the satisfaction of the Postmaster-General, in the best style, and they are to be provided, renewed and kept in order at the expense of the contractor The Department reserves the right of requiring new dies for any stamps, or denominations of stamps not now used, and any changes of dies or colors shall be made without extra charge.

Before closing a contract the successful bidder may be required to prepare and submit new dies for the approval of the Department. The use of the present dies may or may not be continued.

The dies shall be safely and securely kept by the contractor, and should the use of any of them be temporarily or permanently discontinued they shall be promptly turned over to the Department, or its agent, as the Postmaster-General may direct.

GUM.

The envelopes must be thoroughly and perfectly gummed, the gumming on the flap of each (except for circulars) to be put on by hand not less than half an inch the entire length; the wrappers to be also hand-gummed not less than three-fourths of an inch in width across the end.

SECURITY FROM FIRE AND THEFT.

Bidders are notified that the Department will require, as a condition of the contract, that the envelopes and wrappers shall be manufactured and stored in such a manner as to insure security against loss by fire or theft.

The manufactory must at all times be subject to the inspection of an agent of the Department, who will require the stipulations of the contract to be faithfully observed.

PACKING.

All envelopes and wrappers must be banded in parcels of twenty-five, and packed in strong pasteboard or straw boxes, securely bound on all the edges and corners with cotton and linen cloth, glued on, each to contain not less than two hundred and fifty of the note and letter sizes and one hundred each of the official or extra official size, separately. The newspaper wrappers to be packed in boxes, to contain not less than two hundred and fifty each. The boxes are to be wrapped and securely fastened in strong manilla paper, and sealed, so as to safely bear transportation by mail for delivery to postmasters. When two thousand or more envelopes are required to fill the order of a postmaster, the straw or pasteboard boxes containing the same must be packed in strong wooden cases, well strapped with hoop-iron, and addressed; but when less than two thousand are required, proper labels of direction, to be furnished by an agent of the Department, must be placed upon each package by the contractor. Wooden cases, containing envelopes or wrappers, to be transported by water routes, must be provided with suitable water-proofing. The whole to be done under the inspection and direction of an agent of the Department.

DELIVERY.

The envelopes and wrappers must be furnished and delivered with all reasonable despatch, complete in all respects ready for use, and in such quantities as may be required to fill the daily orders of postmasters; the deliveries to be made either at the Post Office Department, Washington, D. C., or at the office of an agent duly authorized to inspect and receive the same; the place of delivery to be at the option of the Postmaster-General, and the cost of delivering, as well as all expense of storing, packing, addressing, labelling, and water-proofing to be paid by the contractor.

SAMPLES.

Specimens of the envelopes and wrappers for which proposals are invited, showing the different qualities and colors of paper required, the cuts, and style of gumming, with blank forms of bids, may be had on application to the Third Assistant Postmaster-General.

This advertisement and a specimen of the sample envelopes and wrapper furnished by the department must be attached to and made part of each bid.

GUARANTEE.

No proposal will be considered unless offered by a manufacturer of envelopes, and accompanied by a satisfactory guarantee signed by at least two responsible parties.

AWARD—AGREEMENT—BONDS.

The contract will be awarded to the lowest responsible bidder for all the envelopes and wrappers, the prices to be calculated on the basis of the number used of the several grades during the last fiscal year, which was as follows:—

Note size	1,468,250
Letter size, first quality	60,467,500
Letter size, second quality	8,956,750
Letter size, second quality (ungummed)	3,618,000
Extra letter size, first quality	5,815,750
Extra letter size, second quality (ungummed)	454,000
Official size	569,900
Extra official size	3,100
Newspaper wrappers	4,936,250
Total	86,289,500

Within ten days after the contract has been awarded, the successful bidder shall enter into an agreement in writing with the Postmaster-General to faithfully observe and keep the terms, conditions, and requirements set forth in this advertisement, according to their true intent and meaning, and shall make, execute, and deliver, subject to the approval and acceptance of the Postmaster-General, bonds with good and sufficient sureties in the sum of Two Hundred Thousand Dollars ($200,000) as a forfeiture for the faithful performance of said agreement or contract, according to the provisions and subject to the liabilities of the seventeenth section of an act of Congress entitled "An act legalizing and making appropriations for such necessary objects as have been usually included in the general appropriation bills without authority of law, and to fix and provide for certain incidental expenses of the departments and offices of the Government, and for other purposes," (United States Statutes at Large, vol. 5, page 256), approved August 26, 1842, which act provides that in case the contractor shall fail to comply with the terms of his contract, "he and his sureties shall be liable for the forfeiture specified in such contract as liquidated damages, to be sued for in the name of the United States in any court having jurisdiction thereof."

RESERVATIONS.

The Postmaster-General reserves to himself the following rights:—

1. To reject any and all bids, if, in his judgment, the interests of the Government require it.

2. To annul the contract whenever the same or any part thereof is offered for sale for the purpose of speculation; and under no circumstances will a transfer of the contract be allowed or sanctioned to any party who shall be, in the opinion of the Postmaster-General, less able to fulfill the conditions thereof than the original contractor.

3. To annul the contract, if, in his judgment, there shall be a failure to perform faithfully any of its stipulations, or in case of a wilful attempt to impose upon the Department Envelopes or Wrappers inferior to sample.

4. If the contractor to whom the first award may be made should fail to enter into agreement and give satisfactory bonds, as herein provided, then the award may be annulled and the contract let to the next lowest responsible bidder, and so on until the required agreement and bonds are executed; and such next lowest bidder shall be required to fulfil every stipulation embraced herein as if he were the original party to whom the contract was awarded.

BIDS

Should be securely enveloped and sealed, marked "Proposals for Stamped Envelopes and Newspaper Wrappers," and addressed to the Third Assistant Postmaster-General, Washington, D. C.

JOHN A. J. CRESWELL,
13,eod 19t Postmaster-General.

PROPOSALS.

PROPOSALS FOR MATERIALS TO BE SUPPLIED TO THE NAVY YARDS UNDER THE COGNIZANCE OF THE BUREAU OF CONSTRUCTION AND REPAIR.

NAVY DEPARTMENT,
BUREAU OF CONSTRUCTION AND REPAIR,
WASHINGTON, D. C., July 14, 1870.

SEALED PROPOSALS to furnish Timber and other materials for the Navy for the fiscal year ending June 30, 1871, will be received at this Bureau until 12 o'clock M. of the 15th of August next, at which time the proposals will be opened.

The proposals must be addressed to the Chief of the Bureau of Construction and Repair, Navy Department, Washington, and must be indorsed "Proposals for Timber, etc., for the Navy," that they may be distinguished from other business letters.

Printed schedules for such classes as parties deal in and intend to bid for, together with instructions to bidders, giving the forms of proposals of guarantee, and of certificate of guarantors, with printed forms of offer, will be furnished to such persons as desire to bid, on application to the Commandants of the respective Navy Yards, and those of all the yards on application to the Bureau.

The Commandant of each Navy Yard and the purchasing paymaster for each station will have a copy of the schedules of the other yards, for examination only, in order that persons who intend to bid may judge whether it is desirable to make application for any of the classes of those yards.

The proposals must be for the whole of a class, and all applications for information or for the examination of samples must be made to the commandants of the respective yards.

The proposal must be accompanied by a certificate from the Collector of Internal Revenue for the district in which the bidder resides, that he has a license to deal in the articles for which he proposes; *and, by direction of the Department, bids or offers will be received only from parties who are bona fide dealers in, or manufacturers of, the articles they offer to furnish.* The guarantors must be certified by the Assessor of Internal Revenue for the district in which they reside.

The contract will be awarded to the person who makes the lowest bid and gives the guarantee required by law, the Navy Department, however, reserving the right to reject the lowest bid, or any which it may deem exorbitant.

Sureties in the full amount will be required to sign the contract, and their responsibility must be certified to the satisfaction of the Navy Department.

As additional security twenty per centum will be withheld from the amount of the bills until the contracts shall have been completed, and eighty per centum of the amount of each bill, approved in triplicate by the Commandant of the respective yards, will be paid by the Paymaster of the station designated in the contract within ten days after the warrant for the same shall have been passed by the Secretary of the Treasury.

The classes of this Bureau are numbered and designated as follows:—

No. 1, White Oak Logs; No. 3, White Oak Curved Timber; No. 4, White Oak Plank; No. 7, Yellow Pine Logs; No. 8, Yellow Pine Beams; No. 9, Yellow Pine Mast Timber; No. 11, White Pine Logs; No. 12, White Pine Mast Timber; No. 13, White Pine Plank, Boards; No. 15, White Ash, Elm, Beech; No. 16, White Ash Oars; No. 17, Hickory; No. 18, Black Walnut, Mahogany, Maple, Cherry; No. 20, Locust Treenails; No. 22, Cypress, Cedar; No. 23, Black Spruce; No. 24, White Oak Staves and Headings; No. 25, Lignumvitæ; No. 30, Ingot Copper; No. 32, Wrought Iron, round and square; No. 33, Wrought Iron, flat; No. 34, Iron, plate; No. 35, Steel; No. 37, Iron Spikes; No. 38, Iron Wrought Nails; No. 39, Iron Cut Nails; No. 42, Lead, pipe, sheet; No. 43, Zinc; No. 44, Tin; No. 45, Solder; No. 48, Locks, Hinges, Bolts, of brass and iron; No. 49, Screws, of brass and iron; No. 50, Files; No. 51, Augers; No. 52, Tools for ship stores; No. 53, Tools for use in yard and shops; No. 54, Hardware; No. 56, White Lead; No. 57, Zinc Paints; No 58, Colored Paints, dryers; No. 59, Linseed Oil; No. 60, Varnish, Spirits Turpentine; No. 63, Sperm and Lard Oil; No. 64, Tallow, Soap; No. 68, Glass; No. 69, Brushes; No. 70, Dry Goods for upholstering; No. 71, Stationery; No. 73, Ship Chandlery; No. 74, Acids; No. 75, Resin, Pitch, Crude Turpentine; No. 77, Belting, Packing; No. 78, Leather, pump rigging, lacing; No. 80, Junk; No. 88, Charcoal.

The following are the classes, by the numbers, required at the respective navy-yards:—

KITTERY.

Nos. 8, 13, 15, 16, 17, 18, 24, 32, 33, 35, 39, 44, 48, 49, 50, 51, 53, 54, 56, 58, 60, 63, 68, 69, 71, 73, 74, 75, 88.

CHARLESTOWN.

Nos. 7, 13, 15, 16, 18, 22, 24, 25, 32, 33, 34, 35, 37, 38, 39, 42, 43, 44, 48, 49, 50, 51, 52, 53, 54, 56, 57, 58, 59, 60, 63, 64, 68, 69, 70, 71, 73, 74, 75, 77, 78, 88.

BROOKLYN.

Nos. 1, 7, 9, 13, 15, 16, 17, 18, 23, 24, 25, 32, 33, 34, 37, 39, 42, 43, 44, 48, 49, 50, 51, 52, 53, 54, 56, 57, 58, 59, 60, 63, 64, 68, 69, 70, 71, 73, 74, 75, 77, 80, 88.

PHILADELPHIA.

Nos. 4, 7, 9, 13, 15, 18, 32, 33, 48, 71.

WASHINGTON.

Nos. 1, 3, 7, 11, 12, 13, 17, 18, 20, 22, 23, 30, 32, 33, 34, 35, 37, 39, 42, 44, 45, 48, 49, 50, 51, 53, 54, 57, 58, 59, 60, 63, 64, 68, 69, 70, 71, 73, 74, 77, 78, 88.

NORFOLK.

Nos. 1, 13, 15, 18, 22, 25, 32, 33, 39, 42, 44, 48, 49, 50, 53, 54, 57, 58, 59, 60, 63, 64, 69, 70, 71, 73, 74, 77, 78.

MARE ISLAND.

Nos. 15, 18, 32, 33, 34, 35, 38, 39, 42, 43, 44, 48, 49, 50, 51, 53, 54, 56, 57, 58, 60, 64, 68, 69, 70, 71, 73, 74, 77, 88, 89. 7 14 law4w

PROPOSALS FOR NAVAL MATERIAL.

NAVY DEPARTMENT,
BUREAU OF EQUIPMENT AND RECRUITING,
July 11, 1870.

SEALED PROPOSALS to furnish material for the Navy for the fiscal year ending June 30, 1871, will be received at this Bureau until 10 o'clock A. M. of the 5th of August next, at which time the proposals will be opened.

The proposals must be addressed to the "Chief of the Bureau of Equipment and Recruiting, Navy Department, Washington," and must be indorsed "Proposals for Materials for the Navy," that they may be distinguished from other business letters.

Printed schedules for any class, together with instruct

THE AUGUST MAGAZINES.

"THE ATLANTIC."

The contents of the August number of the *Atlantic Monthly* are as follows:—

Joseph and his Friend (VIII), Bayard Taylor; The English Governess at the Siamese Court (IV); The Burden of the Day, Bayard Taylor; Oldtown Fireside Stories, Harriet Beecher Stowe; A Virginian in New England Thirty-five Years Ago (I), James Russell Lowell; The French Claims, E. H. Derby; Dorothy in the Garret, J. T. Trowbridge; The Grand Traverse Region of Michigan, H. W. S. Cleveland; Mr. Hardhack on the Sensational in Literature and Life; Color-Blindness; Half-Way (I), G. S. Barrow; A Kentuckian's Share in the Coup d'Etat, Sydney Hyde; A Day's Pleasure (II), W. D. Howells; Ode, C. P. Cranch; Some Memories of Charles Dickens, James T. Fields; Reviews and Literary Notices; Dall's Alaska and its Resources; Disraeli's Lothair; Mackenzie's Translation of Hesekiel's Life of Bismarck; Ruggles' Method of Shakespeare; Allibone's Critical Dictionary; Coffin's Seat of Empire; Smart's Race for a Wife.

From the "English Governess at the Siamese Court" we take this brief sketch of Siamese literature:—

The fact is remarkable, that though education in its higher degrees is popularly neglected in Siam, there is scarcely a man or woman in the empire who cannot read and write. Though a vain people, they are neither bigoted nor shallow; and I think the day is not far off when the enlightening influences applied to them and accepted through their willingness, not only to receive instruction from Europeans, but even to adopt in a measure their customs and habits of thought, will raise them to the rank of a superior nation.

The language of this people advances but slowly in the direction of grammatical perfection. Like many other Oriental tongues, it was at first purely monosyllabic; but as the Pali or Sanskrit has been liberally engrafted on it, polysyllabic words have been formed. Its pronouns and particles are peculiar, its idioms few and simple, its metaphors very obvious. It is copious to redundancy in terms expressive of royalty, rank, dignity; in fact, a distinct phraseology is required in addressing personages of exalted station. Repetitions of word and phrase are affected rather than shunned; sententious brevity and simplicity of expression belong to the pure spirit of the language, and when employed impart to it much dignity and beauty. But there is no standard of orthography, nor any grammar, and but few rules of universal application. Every Siamese writer spells to please himself, and the purism of one is the slang or gibberish of another.

The Siamese write from left to right, the words running together in a line unbroken by spaces, points, or capitals; so that, as in ancient Sanskrit, an entire paragraph appears as one protracted word,

"That, like a wounded snake, drags its slow length along."

When not written with a reed on dark native paper, the characters are engraved with a stile (of brass or iron, one end sharp for writing, the other flat for erasing) on palm leaves prepared for the purpose.

In all parts of the empire the boys are taught by priests to read, write, and cipher. Every monastery is provided with a library, more or less standard. The more elegant books are composed of tablets of ivory, or of palmyra leaves delicately prepared; the characters engraved on these are gilt, the margins and edges adorned with heavy gilding, or with flowers in bright colors.

The literature of the Siamese deals principally with religious topics. The "Kammarakya," or Buddhist Ritual—a work for the priesthood only, and, therefore, like others of the Vinnaya, little known—contains the vital elements of the Buddhist Moral Code, and, *per se*, is perfect; on this point all writers, whether partial or captious, are of one mind. Spence Hardy, a Wesleyan missionary, speaking of that part of the work entitled "Dhamma-Padam,"* which is freely taught in the schools attached to the monasteries, admits that a compilation might be made from its precepts, "which in the purity of its ethics could hardly be equalled from any other heathen author."

M. Laboulaye, one of the most distinguished members of the French Academy, remarks, in the *Debats* of April 4, 1853, on a work known by the title of "Dharmna Maitree," or "Law of Charity:"—

"It is difficult to comprehend how men, not aided by revelation, could have soared so high and approached so near the truth. Besides the five great commandments—not to kill, not to steal, not to commit adultery, not to lie, not to get drunk—every shade of vice, hypocrisy, anger, pride, suspicion, greed, gossip, cruelty to animals, is guarded against by special precepts. Among the virtues commended we find, not only reverence for parents, care for children, submission to authority, gratitude, moderation in time of prosperity, resignation and fortitude in time of trial, equanimity at all times, but virtues unknown to any heathen system of morality, such as the duty of forgiving insults and of rewarding evil with good."

All virtues, we are told, spring from *maitri*, and this *maitri* can only be rendered by charity and love.

"I do not hesitate," says Burnouf, in his *Lotus de la Bonne Loi*, "to translate by 'charity' the word *maitri*, which does not express friendship, or the feeling of particular affection which a man has for one or more of his fellow-creatures, but that universal feeling which inspires us with good-will towards all men and a constant willingness to help them."

I may here add the testimony of Barthelemy Saint-Hilaire. "I do not hesitate to add," he writes, "that, save Christ alone, there is not among the founders of religion a figure more pure, more touching, than that of Buddha. His life is without blemish; his constant heroism equals his conviction; and if the theory he extols is false, the personal examples he affords are irreproachable. He is the accomplished model of all the virtues he preaches; his abnegation, his charity, his unalterable sweetness, never belie themselves. At the age of twenty-nine he retires from the court of the king, his father, to become a devotee and a beggar. He silently prepares his doctrine by six years of seclusion and meditation. He propagates it, by the unaided power of speech and persuasion, for more than half a century; and when he dies in the arms of his disciples, it is with the serenity of a sage who has practised goodness all his life, and knows that he has found Truth."

The Siamese have an extravagant fondness for the drama, and for poetry of every kind. In all, the lyric form predominates, and their compositions are commonly adapted for instrumental accompaniment. Their dramatic entertainments are mainly musical, combining rudely the opera with the ballet—monotonous singing and listless, mechanical dancing. Dialogues are occasionally introduced, the favorite subjects being passages from the Hindoo Avatars, the epic "Ramayana," and the "Mahabharata," or from legends, peculiar to Siam, of gods, heroes, and demons. Throughout their literature, mythology is the all-pervading element; history, science, arts, customs, conversation, opinion, doctrine, are alike colored and flavored with it.

From the article on "Color-Blindness" we quote as follows:—

Contrary to what would naturally be supposed, defective perception of color is most common in the educated classes; at least this is a conclusion of Wilson of Edinburgh, who investigated the subject a few years since, advertising for persons with this defect, and thereby enlarging greatly his field of observation.

Another singular fact in relation to the whole subject is that the existence of color-blindness should never have been discovered, or if discovered never mentioned, until the year 1796, when Dalton published an account of his own deficiencies in this respect. He could not tell blue from pink, and hardly saw more than two colors in the rainbow.

When the defect is well marked there is always an inability to distinguish between greens and reds. Boys do not see the red apples on the tree, or they have bad luck in gathering wild strawberries, or fail to discover the red roses half hidden by the leaves. Dark reds are called brown, while light reds, light pinks, and light greens often pass for light blues. A gentleman, in relating his own case, complained of not being able to find his red sealing-wax upon his green-covered writing-desk. He once gathered as a curiosity some lichens from the roof of a house. The lichens being, in his sight, of the same color as the red-tiled roof, he thought he had made a remarkable discovery. The lichens, however, to his great chagrin, proved to be bright green.

In a severer grade of the affection blue and yellow are the only colors recognized, and this form of disorder is the one most frequently met with. Mix the blue and yellow, the sole colors which the color-blind recognize, and the product, green, they cannot see. A person relating his infirmity of this nature observed that green, to him, was no color unless it were red; pale blue and pink were the same, but yellow, light, dark, and medium, and all blues except the very pale, he knew perfectly, and could distinguish with readiness.

There is a still worse form of this defect where yellow alone can be distinguished, or where, in a few instances, even, individuals have been discovered totally blind to all color, and able merely to tell lighter from darker shades. Such persons have frequently had an accurate perception of form and excellent eyesight. The case of Harris, related in the Philosophical Transactions, is one of this kind. He could never understand why bright red was called red, and could do no more than guess the name of any color. He could see merely that white and any bright colors were not black, and that a striped ribbon differed from a plain one. The case of a young woman is also recorded in the Transactions, who, on being tested, was found to know white and black simply; and of a man to whom all colors appeared as tints of gray, or as different shades between black and white. Firmas relates the case of a man who knew no colors, but was yet fond of painting. He had frescoed his apartment in colors, and was very proud of his work. When questioned as to his object in painting earth, sky, trees, houses, and figures all blue, he replied that he wished the picture to match the furniture in color. He was not aware that the latter was red. Another individual admitted that the rainbow appeared to him as a "band of lighter color than the other parts of the sky, but a little darker at one side than the other, and gradually shaded off between the two sides."

*Properly *Dharmna*—"Footsteps of the Law."

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Is now being made and sold in large numbers both in France and England. Can be had only at the manufactory. This piece of furniture is in the form of a handsome PARLOR SOFA, yet in one minute, without unscrewing or detaching in any way, it can be extended into a beautiful FRENCH BEDSTEAD, with Spring Hair Mattress complete. It has the convenience of a Bureau for holding, is easily managed, and it is impossible for it to get out of order. This Sofa Bedstead requires no props, hinges, feet, or ropes to support it when extended, as all other sofa beds and lounges have, which are all very unsafe and liable to get out of repair, but the Bedstead is formed by simply turning out the ends or closing them when the Sofa is wanted. The price is about the same as a lounge. An examination of this novel invention is solicited.
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RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas.

SPRING ARRANGEMENT
Of Passenger Trains, May 16, 1870.
Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION.
At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:35 P. M.; arrives in Philadelphia at 9:25 P.M.

MORNING EXPRESS.
At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.
The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.
Leaves Philadelphia at 3:30 P. M. for Reading Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Columbia, etc

POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6:25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8:40 A. M. Returning, leaves Philadelphia at 4:00 P. M.; arrives in Pottstown at 6:15 P. M.

READING AND POTTSVILLE ACCOMMODATION.
Leave Pottsville at 5:40 A. M. and 4:20 P. M., and Reading at 7:30 A. M. and 6:35 P. M., stopping at all way stations; arrive in Philadelphia at 10:20 A. M. and 9:25 P. M.
Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 7:55 P. M., and at Pottsville at 9:40 P. M.
Morning Express trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harris-burg at 2:50 P. M., and Pottsville at 2:50 P. M., arriving at Philadelphia at 7:00 P. M.
Harrisburg Accommodation leaves Reading at 7:15 A. M. and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:35 P. M., arriving in Philadelphia at 9:25 P. M.
Market train, with a passenger car attached, leaves Philadelphia at 12:30 noon, for Reading and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.
All the above trains run daily, Sundays excepted.
Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4:25 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale Railroads.

CHESTER VALLEY RAILROAD.
Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:30, and 4:00 P. M. trains from Philadelphia. Returning from Downingtown at 6:20 A. M., 12:45, and 5:15 P. M.

PERKIOMEN RAILROAD.
Passengers for Schwenksville take 7:30 A. M., 12:30, and 5:15 P. M. trains from Philadelphia, returning from Schwenksville at 6:45 and 8:05 A. M., 12:45 noon, and 4:15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.
Passengers for Mount Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.
Leave New York at 9:00 A. M. and 5:00 P. M., passing Reading at 1:45 and 10:05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.
Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5:35 A. M. and 8:50 A. M., passing Reading at 7:23 A. M. and 10:40 A. M., arriving at New York 12:05 noon and 3:00 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.
A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:55 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 6:30 and 11:30 A. M., and 4:50 P. M., returning from Tamaqua at 8:35 A. M., and 1:40 and 4:50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 8:55 A. M. for Pinegrove and Harrisburg, and at 12:05 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3:40 P. M., from Brookside at 3:45 P. M., and from Tremont at 6:25 A. M. and 5:05 P. M.

TICKETS.
Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.
Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.
Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate stations by Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates.
The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.
COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms.
MILEAGE TICKETS.—Good for 2000 miles, between all points, at $47·00 each, for families and firms.
SEASON TICKETS.—For one, two, three, six, nine, or twelve months, for holders only, to all points, at reduced rates.
CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.
EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.
FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.
MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M.
FREIGHT TRAINS leave Philadelphia daily at 4:35 A. M., 12:30 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.
BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL Streets.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.
On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHESNUT, as follows:—
FROM PHILADELPHIA.
6:45 A.M., for B. C. Junction, stops at all stations.
7:15 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.
9:40 A. M. for West Chester stops at all stations.
11:50 A. M. for B. C. Junction stops at all stations.
2:30 P. M. for West Chester stops at all stations.
4:15 P. M. for B. C. Junction stops at all stations.
4:45 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
5:30 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.
6:55 P. M. for West Chester stops at all stations.
11:30 P. M. for West Chester stops at all stations.
FOR PHILADELPHIA.
5:25 A. M. from B. C. Junction stops at all stations.
6:30 A. M. from West Chester stops at all stations.
7:40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
8:15 A. M. from B. C. Junction stops at all stations.
10:00 A. M. from West Chester stops at all stations.
1:05 P. M. from B. C. Junction stops at all stations.
1:55 P. M. from West Chester stops at all stations.
4:55 P. M. from West Chester stops at all stations, connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
6:55 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
9:00 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.
ON SUNDAYS,
8:05 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
2:30 P. M. for West Chester stops at all stations.
4:30 A. M. from West Chester stops at all stations.
7:50 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
W. C. WHEELER, Sup't.

RAILROAD LINES.

1870.—FOR NEW YORK—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.
FROM WALNUT STREET WHARF.
At 6:30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 3:30 P. M., Accommodation, via Camden and Jersey City.
VIA NEW JERSEY SOUTHERN RAILROAD.
At 7 A. M. and 3:30 P. M. for New York, Long Branch, and intermediate places.
At 6 P. M., for Amboy and intermediate stations.
At 6:30 A. M., 2 and 3:30 P. M. for Freehold.
At 8 A. M. and 2 P. M. for Long Branch and points on New Jersey Southern Railroad.
At 8 and 10 A. M., 12 M., 2, 3:30, and 5 P. M. for Trenton.
At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 5, 6, 8, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco. and Riverton.
At 6:30 and 10 A. M., 12 M., 3:30, 5, 6, 8, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Palmyra.
At 6:30 and 10 A. M., 12 M., 5, 6, 8, and 11:30 P. M. for Fish House.
The 11:30 P. M. line leaves from Market Street Ferry (upper side).
FROM KENSINGTON DEPOT.
At 7:30 A. M., 2:30, 3:30, and 5, P. M. for Trenton and Bristol, and at 10:45 A. M. and 6 P. M. for Bristol.
At 7:30 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown.
At 7:30 and 10:45 A. M., 2:30, 5, and 6 P. M. for Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction.
At 7 A. M., 12:30, 5:15, and 7:30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.
At 7 and 10:45 A. M., 12 30, 2:30, 5 15, 6, and 7:30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.
FROM WEST PHILADELPHIA DEPOT,
Via Connecting Railroad.
At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M., New York Express Lines, and at 11:30 P. M., Emigran Line, via Jersey City.
At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M. for Trenton and Bristol.
At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.
The 9:30 A. M., 6:45 and 12 P. M. Lines will run daily. All others Sundays excepted.
Sunday Lines leave at 9:30 A. M., 6 45 P. M., and 12 night.
BELVIDERE DELAWARE RAILROAD LINES,
FROM KENSINGTON DEPOT.
At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.
At 7 30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.
At 5 P. M. for Lambertville and intermediate stations.
CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS.
FROM MARKET STREET FERRY (UPPER SIDE),
At 7 and 9 A. M., 1, 2:15, 3:30, 5, and 6:30 P. M., and on Thursday and Saturday nights at 11:30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.
At 7 A. M., 2:15 and 6:30 P. M. for Lumberton and Medford.
At 7 and 9 A. M., 1, 3:30, and 5 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 7 and 10 A. M., 1 and 3:30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 3:30 P. M. for Cream Ridge, Imlaystown, Sharon, and Hightstown.
The 7 A. M. and 3:30 P. M. Lines leave from Walnut street wharf.
July 6, 1870. WM. H. GATZMER, Agent.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.
COMMENCING MONDAY, JUNE 6, 1870.
Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—
Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.
Express Train at 11:45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.
Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.
Night Express at 11:30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.
Passengers for Fortress Monroe and Norfolk will take the 11:45 A. M. train.
WILMINGTON TRAINS.
Stopping at all stations between Philadelphia and Wilmington.
Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.
Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00, and 7:15 P. M. The 8:10 A. M. train will not stop between Chester and Philadelphia. The 7:15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.
Trains leaving Wilmington at 6:45 A. M. and 4:00 P. M. will connect at Lamokin Junction with the 7:00 A. M. and 4:30 P. M. trains for Baltimore Central Railroad.
From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Mail; 9:00 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.
On Sundays, leave Philadelphia for West Grove and intermediate stations at 8:00 A. M.; returning, left West Grove at 3:55 P. M.
Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.
H. F. KENNEY, Superintendent.

NEW JERSEY SOUTHERN RAILROAD LINE.
NEW ROUTE
BETWEEN NEW YORK AND PHILADELPHIA
VIA LONG BRANCH.
An ACCOMMODATION TRAIF in the morning and
AN EXPRESS TRAIN
in the Afternoon from each end of the route.
THE EXPRESS TRAIN
will be furnished with
SPLENDID PALACE CARS.
NO CHANGE OF CARS
BETWEEN PHILADELPHIA AND SANDY HOOK.
ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH.
ON AND AFTER MONDAY, July 4, 1870,
trains will run as follows:—
LEAVE NEW YORK,
from Pier No. 28 NORTH River, foot of Murray street, at 6:45 A. M. Accommodation and 4:30 P. M. Express.
LEAVE PHILADELPHIA,
from foot of WALNUT Street, at 7:00 A. M. Accommodation and 3:30 P. M. Express.
The NARRAGANSETT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with *unequalled accommodations*, and will make the connection between New York and Sandy Hook.
Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN *in a style unsurpassed by any Hotel in America.*
Fare between Philadelphia and New York..... $3·00
" " " " Long Branch.... 2·50
For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guides."
6 27 C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.
CHANGE OF HOURS.
On and after MONDAY, April 4, 1870, trains will run as follows:—
LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Washington avenue—
For PORT DEPOSIT at 7 A. M. and 4:20 P. M.
For OXFORD, at 7 A. M., 4:20 P. M. and 7 P. M.
For CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2:30 P. M., 4:30 P. M., and 7 P. M.
Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 10 A. M. and 4:20 P. M., leaving Oxford at 6 05 A. M., and leaving Port Deposit at 9:25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R. 4 2

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.
AFTER 8 P. M., SUNDAY, JULY 10, 1870.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.
Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.
Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.
TRAINS LEAVE DEPOT.

Mail Train	8:00 A M.
Paoli Accommodation, 10 A. M. & 12:50 and	7:10 P. M.
Fast Line	12:30 P. M.
Erie Express	11:00 A. M.
Harrisburg Accommodation	2:30 P. M.
Lancaster Accommodation	4:10 P. M.
Parkesburg Train	5:30 P. M.
Cincinnati Express	8:00 P. M.
Erie Mail and Pittsburg Express	10:30 P. M.
Way Passenger	11:30 P. M.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg.
Cincinnati Express leaves daily. All other trains daily except Sunday.
The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street.
Sunday Train No. 1 leaves Philadelphia at 8:40 A. M.; arrives at Paoli at 9:40 A. M. Sunday Train No. 2 leaves Philadelphia at 6:40 P. M.; arrives at Paoli at 7:40 P. M.
Sunday Train No. 1 leaves Paoli at 6:50 A. M.; arrives at Philadelphia at 8:10 A. M. Sunday Train No. 2 leaves Paoli at 4:50 P. M.; arrives at Philadelphia at 6:10 P. M.
TRAINS ARRIVE AT DEPOT.

Cincinnati Express	3:10 A. M.
Philadelphia Express	6:30 A. M.
Erie Mail	6 30 A. M.
Paoli Accommodat'n, 9 40 A. M. & 3:20 &	6:40 P. M.
Parkesburg Train	9:00 A. M.
Fast Line and Buffalo Express	9:35 A. M.
Lancaster Train	11:55 A. M.
Erie Express	5:40 P. M.
Lock Haven and Elmira Express	9:40 P. M.
Pacific Express	12:20 P. M.
Harrisburg Accommodation	9:40 P. M.

For further information apply to
JOHN F. VANLEER, Jr., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.
A. J. CASSATT,
4 29 General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.
SUMMER ARRANGEMENT.
Takes effect May 16, 1870.
Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—
7:00 A. M. (Accommodation) for Fort Washington.
7:35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.
8:25 A. M. (Accommodation) for Doylestown.
9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railroads.
12 A. M. (Accommodation) for Fort Washington.
1:15, 3:30, and 5:20 P. M., for Abington.
1:45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.
2:50 P. M. (Accommodation) for Doylestown.
At 3:20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk.
4:15 P. M. (Mail) for Doylestown.
5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.
6:20 P. M. (Accommodation) for Lansdale.
8:00 and 11:30 P. M. (Accommodation) for Fort Washington.
The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.
TRAINS ARRIVE IN PHILADELPHIA FROM
Bethlehem at 8:55, and 10:35 A. M.; 2:15, 5:05, and 8:25 P. M.
Doylestown at 8:25 A. M., 4:40 and 7:05 P. M.
Lansdale at 7:30 A. M.
Fort Washington at 9:20 and 11:20 A. M., 3:10 and 9:45 P. M.
Abington at 2:35, 4:55, and 6:45 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Doylestown at 2:00 P. M.
Philadelphia for Fort Washington at 8:30 A. M. and 7:00 P. M.
Doylestown for Philadelphia at 6:30 A. M.
Bethlehem for Philadelphia at 4:00 P. M.
Fort Washington for Philadelphia at 9:30 A. M

CITY INTELLIGENCE.

CLEANLINESS.

Dirt vs. Water—A Visit to the New Bath-House —The Visitors and their Complexion—The Newsboys and Bootblacks Disgusted—The Foot Not Dirty, yet Dangerous—The Result of Half an Hour's Reflection.

Perhaps no phrase in the English language has been worn more threadbare than the trite old saying that "Cleanliness is next to godliness." As a subject for pulpit eloquence, it has served when scriptural texts of all meanings have failed, and as a motto for laundries and laundresses it ranks "A No. 1." We have not as yet met a bathing establishment where the sentence has been conspicuously displayed, but just here we would suggest that our city fathers have it emblazoned in letters of gold upon the new public bathing-houses that are already completed and upon those that are yet to be.

After having read so much about the celebrated institutions yclept public baths, we determined to obtain an optical demonstration of their availability and success, and accordingly yesterday we paid a visit to the one at Otis street wharf for said purpose. We had been led to believe that the patrons of this, to us, novel establishment were composed principally of the denizens of the immediate neighborhood in which it is situated. Imagine our surprise, however, when we discovered among the crowd assembled the faces of bootblacks and newsboys whom we have met in places as various as the occasions have been frequent. Accosting one of the venders of knowledge, who is familiarly known amongst his comrades as "Reddy," we entered into a conversation, the principal features of which we append:—

Q. Well, Reddy, what do you think of the new wrinkle?

A. Oh! it's good enough for women.

Q. Why don't they allow you chaps to "indulge?"

A. Oh, yes, but we're not takin' any!

Q. Why not?

A. 'Cause we don't swim one foot on bottom.

Q. Why, what you mean by that?

A. The darned place ain't deep enough to float a "caddie."

Q. Then you don't intend to become a regular patron?

With an eye to business our talkative friend quickly replied, "No; can't you get us a pass for the island?"

Finding that Reddy was getting things down to fine points, we answered that we had no influence with the owners of the ocean steamers John and Tom Smith, and, to avoid any further suggestions, moved off.

The interview evidently warmed Reddy up, since the next glimpse we caught of him was his diving off a pier near by into the clear, cooling waves of ye noble Delaware. Turning, we took a calm survey of the scene before us. The hour was one of those allotted to members of the male sex, many of whom had taken advantage thereof. The numerous closets, or rather shambles, that line the four sides of the frame structure were all filled with clothing, the owners of which were disporting in the pool. And now a word as to said pool. One viewing the establishment from the outside would suppose that the interior was none other than capacious. But, as in many other instances, appearances prove deceptive. The baths have been badly constructed, yet we are thankful for them such as they are, and hope that present mistakes may lead to future successful improvements. The principal portion of the interior space has been taken up with the closets named above. So far as male bipeds are concerned, they are almost useless, since pegs or nails would answer every purpose. Nevertheless, for females they are very serviceable. The mistake, we think, has been in not building separate bath-houses for the opposite sex. Our city fathers, however, surmount our argument by the fact that these institutions are but mere experiments, and that the amount of money appropriated was entirely too small to provide for separate houses for the separate sexes. But we are digressing, and must return to our text. In the pool, which was but four feet deep, we noticed about a dozen adults and as many more minors. To the former the luxury of a five minutes' wash seemed the acme of terrestrial delights, and their reappearance after their ablution showed that the douse was as beneficial as it was enjoyable. Finding ourselves rudely jostled, we turned, and on our right discovered a big, brawny coal-heaver, but lately arrived from the Richmond whisky district. The Hibernian had evidently been tasting of the "craythur," since his legs were anything but parallel and his articulation somewhat indistinct. Suspecting that a rich scene would follow, we stepped a pace or two off and quietly awaited developments. Approaching the edge of the pool, the Milesian was about tumbling in when the officer in charge grasped him by the shoulder and commenced treating him to a first-class temperance lecture. With the tact natural to his countrymen, the exile of Erin replied, "So yer a could wather man, are ye?" "Yes," was the answer.

"Will, thin, fy the divil do yez not lit me go in?"

"Because you're intoxicated."

"That's that? is it drunk ye mane? Be the howly desthroyer of snakes, St. Patrick by name, I was niver more sober in my life."

"Oh, well; you had better come around again."

"Not a bit of it. It's clane I want to be, and it's a duck I'll have. Sure, ye talk about could water, but when a man wants it you forbid him taking it. Och! but yere a hypocrite."

Finding that he had met a tough customer, the keeper concluded to let him have a bath and get rid of him. Accordingly, the Milesian divested himself of his corduroys and check shirt, and plunged in. With earnest gaze we watched the effect. Reader, it was instantaneous! Around about for a space of four feet the water became darkened in hue, and the accumulated exudations of months and the almost solidified dust of the coal wharves being washed from the pores made of the laborer almost a new man. At this juncture our attention was attracted to a party of four or five boys who appeared to be deeply engaged in conversing upon some important subject. Supposing that it was "Prussia," we drew near, when our ears were saluted with the following:—

"Dutchy, this ain't a patch to Smithy's, is it?"

Dutchy—No.

No. 1—Let's go over.

Dutchy—I ain't got no ducats.

No. 1—Let's play it.

A little inquiry disclosed the fact that "playing it" meant their going to the street, setting up a howl over lost money, and closing up the eyes of susceptible humanitarians. Suddenly we heard a splashing, and directing our attention to the end of the pool, we saw our Celtic friend floundering about like a porpoise. The cause we soon ascertained; the water and the whisky did not mix, and, losing his equilibrium, our character made a narrow escape from drowning. Turning, we asked the keeper if he was well patronized, when he answered, "Yes, the crowd keeps pouring in and out the whole time; and if we had fifty houses, I believe they would be all filled."

"Do you admit many boys?"

"No, the boys take to the docks and to the Island."

"Have you many female visitors?"

"Well, I am not in charge there; we have a woman for women folks, but she has not much to do."

"Who are your principal customers?"

"Well, mostly all hard-working men."

"Do they seem to enjoy any benefit?"

"Oh, yes; one old man has told me that it was a perfect godsend."

"Do they seek the bath for cleansing purposes, or for the enjoyment of a cool dip?"

"Well, I guess a little of both, although I notice almost all bring soap with them."

"Your pool must get dirty very quickly?"

"Oh no! the water is continually running in and out."

Bidding our friend good day, we left the scene. Hardly had we proceeded a square from the dock when we met the lads named above stowed away behind a pile of lumber, chuckling over the fact of their having "beat" an old gentleman out of twenty-five cents.

Reflecting upon the sinfulness of youth, we left the scene, mentally praying that the lads might yet be reclaimed from their ways of wickedness.

POLITICAL.

The Second Congressional, First Legislative, and City Commissioner's Contests—The Difficulties Settled.

Since the adjournment of the Republican conventions the City Executive Committee have been kept busy in settling the disputes in the Second Congressional and the First Legislative districts, and in the case of the City Commissioner. The troubles arising in these instances are familiar to our readers, and for a time it seemed probable a split ticket would be run in each case at the coming October election. However, the friends of all parties succeeded in getting the candidates to submit their claims to the City Executive Committee, whose decision should be final.

Testimony was then taken at the rooms of the Union Club, No. 1105 Chesnut street. In the City Commissioner contest there was a majority and a minority report—the former declaring James N. Bain the nominee, and the latter in favor of George W. Shultz. This minority document was signed by Mr. Newell, of the Twenty-fourth ward.

The majority report, after a lengthy and somewhat stormy discussion, was adopted.

A motion was then made to make the nomination unanimous, but Mr. Newell (who has been a staunch friend of Mr. Shultz from the inception of the contest) refused to vote yea.

After some further discussion, Mr. Newell said there was a resolution which would satisfy him, which he would offer.

The resolution was presented, declaring James N. Bain the nominee of the Republican City Executive Committee for the office of City Commissioner, which was adopted unanimously.

In the Second Congressional matter two reports were submitted, one in favor of Charles O'Neill and the other in favor of John V. Creely.

The minority were in favor of reconvening the convention and trying the matter over again, but a resolution presented by the majority, referring the contest to the members of the Executive Committee from the wards composing the district, was adopted by the unanimous vote of the committee.

The committee thus constituted will immediately proceed with their labors, and report their decision to the Central Committee.

In the First Legislative district contest Joseph Edmiston protested against awarding the certificate to Samuel Thompson. Of the sub-committee appointed to take the testimony, the majority reported in favor of reassembling the convention, and the minority in favor of Mr. Thompson. The majority report was adopted, and accordingly a notification has been served that the delegates in this convention will reconvene at Sixth and Dickerson streets on the 11th day of August, for the purpose of nominating a candidate to represent the district at Harrisburg, and in order to avoid any difficulty in the organization of that convention, a sub-committee of the Central Committee has been appointed to take charge of the preliminary business.

THE REMOVAL OF THE WALLS AT THE RECENT FIRE ON RACE STREET.—Yesterday considerable correspondence took place between the proprietors of the Pennsylvania Sugar Refinery, at Crown and Race streets, recently destroyed by fire, and the Chief of Police, relative to the removal of the insecure walls of the ruins. These are considered sufficiently dangerous to prevent the passage of the Race street cars or other travel on the street.

The Chief early called the attention of the firm to the insecure condition of the building and the necessity for closing the street, much to the inconvenience of the public. In reply to this the firm stated that it was the intention of the Building Inspectors to visit the spot at 3 o'clock this afternoon, until which time it would be impossible to take any action in the matter on account of the insurance on the buildings.

A note from the Chief to the insurance agent having charge of the business of the firm produced a reply which declined all responsibility in the matter.

The Chief thereupon took upon himself the responsibility of removing the walls on his own authority, and gave notice that work would be begun this morning, unless some action was taken by the firm by 5 o'clock yesterday afternoon. The Building Inspectors cannot proceed without the legal five days' notice.

Up to 12 o'clock this morning the work of demolition had not begun, though the Chief and a force of laborers were on the ground. It is believed that as the matter has been delayed this long, it will be delayed a little longer, until after the Inspectors' visit this afternoon. Meanwhile the street is still closed, as it should be, and the walls remain standing. A solution of the difficulty by which the insurance will not be endangered will probably be reached before the Chief enforces his order. The fireproofs have not yet been removed from the ruins, but the books and papers are undoubtedly uninjured.

The Campbell family, who were rendered houseless by the falling of the northern wall during the fire, are being cared for by members of the Neptune Hose Company and other charitable persons. Any contributions for their relief will be thankfully received.

THE 5TH MARYLAND—THEIR ARRIVAL IN THIS CITY FROM CAPE MAY.—The following is the programme of the departure of the 5th Maryland Regiment from their encampment at Cape May and their arrival in this city:—They break camp to-morrow morning and leave the island at 7 30 o'clock in a special train, arriving in this city at 10 30 o'clock. At the West Jersey Ferry the 2d Regiment, Lieutenant-Colonel H. Neff (National Guards), will receive them. The line will then move up Market street to Eighth, to Race street, and to the southwest gate of Franklin Square, which they will enter and stack arms. They will then be escorted to the National Guards' Hall, where they will partake of a banquet. This being concluded, the regiment will take arms and resume the line of march at 1 o'clock, down Sixth street to Walnut, to Thirteenth, to Sansom (where the courtesy of a marching salute will be tendered Major-General Robert Patterson), to Broad, and to the depot. The members of the National Guards will assemble in full dress uniform (summer pantaloons) at the armory, at 9½ o'clock A. M.

NEW YORK BAY EXCURSION.—The success attending the former excursions around New York bay and up the Hudson river has induced Beck's Philadelphia Band to give another on Monday next, August 1, and to extend the trip to Long Branch, thus making a new route for our one day pleasure seekers, and one that will be heartily enjoyed by all participants. The steamboat ride from Amboy is really delightful, the passengers being several hours on salt water, viewing some of the finest scenery that our country produces. The boat will remain at New York city two hours, so that everybody can get a peep at Broadway and its adornments.

JUVENILE HORSE THIEVES.—On Wednesday two boys at Chesnut Hill offered to sell a horse and wagon for fifty dollars. This excited the suspicions of Officer Styer that all was not right, and he detained the boys and telegraphed to the Central Station for information. Investigation proved that the horse and wagon were stolen under the following circumstances:—A gentleman had stepped from the wagon at Second and Market streets to transact some business in the vicinity, when these youths urged him to allow them to take care of his horse. He consented, though reluctantly, and upon his return, horse, wagon, and boys were missing.

BASE BALL VS. CRICKET.—The return game between the Olympics and a picked nine from the Germantown and Young America Cricket Clubs was played on the Germantown grounds yesterday, and again resulted favor of the cricketers by a score of 37 to 5 at the end of the sixth inning. Score by innings:—

	1	2	3	4	5	6	
Olympics	0	1	2	1	1	0	—5
Picked Nine	4	10	3	6	0	14	—37

Umpire, Hicks Bayhurst, Esq., of the Athletics.

U. S. COMMISSIONER'S CASE.—Before U. S. Commissioner Craig Biddle this morning was arraigned one Guenther Alsteadt.

George Evans, Collector of the Third district, testified that he had visited defendant's place, No. 903 Ridge avenue, on the 27th inst., and found four hundred cigars wrapped in a newspaper on a lounge, bearing no Government stamps. Five hundred were found on the shelves in the same condition; defendant said that these were all he had contemplated, that he was a poor man and had bought the cigars from a poor German out of sympathy; I took his key and told him to follow to my office in the afternoon; at the time appointed he called, and I told him I would inquire into the facts of the case; after he left I started for his residence, No. 906 N. Ninth street; I met him at Ninth and Wood streets, and told him that I desired to search his residence; he said there was not a cigar in the house, that he only occupied one room with his sisters and niece; visiting his room we found a barrel of smoking tobacco in packages; we found 1000 cigars wrapped in a newspaper; in the entry was a large closet the key of which defendant said he could not find, at the same time assuring us that the closet contained nothing but his sister's clothing; trying some keys we opened it and therein found about 4000 cigars packed in boxes, and part in paper, and 100 tied up in a bundle; we asked him "what he thought of that?" when he replied, "He wanted to save what little he had, would have told no untruth;" I asked him if there were any more cigars about the house; he pledged his word that there was not; searching a closet in another room we found two packages of cigars of 100 each, and in the cellar three half-barrel packages of tobacco; defendant had paid his tax as a cigar dealer, but not as a manufacturer.

He was held in $1000 bail to answer.

FATALITY.—Last night Watchman Douglas found the body of one Jerry Ryan, aged twenty-three years, lying upon the Limekiln pike. Notifying Captain Chasteau, it was removed to a place of shelter, when an examination disclosed the fact that sunstroke had been the cause of his death. Word was communicated to an uncle, named John Ryan, who sent George Brenner, an undertaker, after the remains. Whilst he was returning he accidentally drove into a culvert on Montgomery avenue, killing his horse.

K. OF P.—The Grand Lodge of the Knights of Pythias, lately in session at Williamsport, has, by a vote of 151 to 28, decided that it is irregular and improper for the Supreme Lodge to interfere with or issue orders to subordinate lodges, or to attempt to enforce said orders during the recess of the Grand Lodge. Further, that the O. B. N. was unnecessary and illegal, and will not be enforced. And lastly, the Supreme Lodge is called upon to revoke its action in the matter.

I. O. W. B.—John Fragen, residing in Jones' alley, was yesterday held in $600 bail for wife-beating by Alderman Becker.

Casper Glisse, residing No. 936 Cumberland street, was held in $800 bail by Alderman Neill for a similar offense.

James McCann, residing on Fisher street, was sent to prison on a like charge.

CAPTURED.—On the morning train from Atlantic City on Wednesday special Officer John McKibben, of the Camden and Atlantic Railroad line, discovered a celebrated New York pickpocket named Mary Ann Taylor in the act of picking the pocket of Mary Smith, of Absecom, N. J. Mary Ann was taken into custody and sent to May's Landing, N. J., for trial.

PUGILISTIC.—Last night an intoxicated German named Lewis Lawlor attempted to pass through the ropes surrounding the fire-ground at Crown and Race streets. Officer Cahill interposing, Lawlor administered to him a severe beating. The pugilist was finally overpowered and taken before Alderman Makin, who held him in $300 bail to answer.

SIXTY DOLLARS IN GOLD.—On the night of the 27th inst. the residence of William Welsh, on Cotton street, Manayunk, was entered and robbed of sixty dollars in gold. Yesterday the police of the district captured the thief, who gives his name as John Sheridan. Alderman Thompson sent him to prison.

HEAVY FINE.—Jacob Herman was yesterday arrested in Manyunk for working a horse suffering from a sore shoulder. Being taken before Alderman Thompson, the charge of cruelty to animals was preferred and the culprit fined $12 50. How is it the fine levied was so heavy? Is it the usual sum imposed?

TIME.—Jos. Gwin, employed in the shoe manufacturing establishment No. 419 Arch street, yesterday stole a watch from a fellow-workman. The theft being discovered, he was arrested and taken before Alderman Quirk, who held him in $600 bail to answer.

FIRE AT CHESNUT HILL.—About 9 30 last evening a large unoccupied stone house, the property of John McCoy, situated at the upper end of Chesnut Hill, was set fire to and totally destroyed, involving a loss of $7000. Mr. McCoy's insurance amounts to but $3500.

RUN OVER.—About 11 o'clock this morning Andrew Jordan, aged nineteen years, was run over by a cart at Delaware avenue and Poplar street, and seriously injured. He was removed to his home, Frankford road and Huntingdon street.

SWIMMERS.—The Schuylkill Harbor Police yesterday arrested three boys for bathing in the Schuylkill above the dam.

BEECHER IN PETTICOATS.

The Reverend Henry Ward's Hartford Freak How the Plymouth Pastor Looked in Frizzed Hair and a Love of a Bonnet—Elizabeth Cady Stanton's Description of his Grecian Bend.

From the Revolution.

This reminds me of a good story I heard about Henry Ward Beecher. As he is now enjoying his annual infliction, the "hay fever," and takes little note how the world goes round, this is a good time to tell it, that we may have our laugh out before he reappears upon the stage of action.

It seems that once on a visit to Mrs. Stowe, some great occasion calling for an extra curling and frizzing among the ladies of the household, Mr. Beecher was imbued with the spirit of decoration, and urged his nieces to curl and friz his hair also. This novel request so amused the young fry that all promptly entered into the fun with the greatest zest. He was accordingly seated in a large arm-chair in the centre of the room, where for the space of one hour he remained as patient as a lamb, while with hot irons fairy fingers curled and frizzed those venerable locks into most generous dimensions.

With the addition of a becoming bonnet, skirt, and mantilla, and a fan, he presented so lady-like an appearance that he was quite unwilling to return to the sombre garb of manhood. Alternately reclining on the sofa, talking with true feminine affectation, promenading up and down the parlor with the Grecian bend, and surveying himself in the glass with the greatest satisfaction, ever and anon he exclaimed, "I do wish Bruce or some of those Hartford people would come in."

Prof. Stowe was so convulsed with the whole proceeding that it was feared he might share the fate of the poor man in Holmes' "Height of the Ridiculous."

However, as no one came, Mr. Beecher at last proposed they should go out and visit certain friends; so Mrs. Stowe ordered the carriage, and they went first to Mrs. Hooker's. She being much occupied, declined seeing the stranger, but Mrs. Stowe insisted on her coming down, as the lady wished to talk to her about the woman question, as she thought of lecturing on that subject. On entering the parlor, one glance at those mischievous eyes satisfied her as to the identity of the strange lady, and she exclaimed, "I know you! wolf in lamb's clothing."

E. C. S.

WEDDING AND ENGAGEMENT RINGS of solid 18 karat fine gold. QUALITY WARRANTED. A full assortment of sizes always on hand. FARR & BROTHER, Makers, 325 w fm3 No. 324 CHESNUT Street, below Fourth.

THIRD EDITION

OPERATIONS ON THE RHINE.

Hungary and Austria.

A Bogus English Neutrality.

Restrictions on War News.

AFFAIRS AT THE CAPITAL.

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

Foreign Officers at the Prussian Headquarters.

BERLIN, June 29.—The Prussian Government has also declined to allow foreign military officers at the army headquarters.

English Neutrality.

The North German *Gazette* is sharp on what it calls English neutrality. England, the *Gazette* says, supplies France with cartridges with which to slaughter Germans.

The Restrictions on War News.

PARIS, July 29.—The French papers are furious at the restrictions placed on war news by the Government.

Rumored Abdication of King William.

The early abdication of the King of Prussia is rumored here.

Compliment to M. Thiers.

It is said that the Empress, on returning to St. Cloud, toasted M. Thiers, under whose administration the fortifications of Paris were constructed, whereby France is to-day enabled to send one hundred thousand more men to the field than she otherwise could.

The Rhenish Provinces.

The proclamation declaring the departments of Moselle, Haut-Rhin, and Bas-Rhin in a state of siege is officially promulgated this morning.

The following fortresses have been placed in a thorough state of readiness for offense and defense:—Metz, Thionville, Lougwy, Marsal, Pfalzbourg, Schlettstadt, New Breisache, Belfort, Dichtemberg, La Petite Pierre, Montmedy, Verdun, and the entire fortifications of Strasbourg.

Hungary and Austria.

LONDON, July 29.—A despatch from Pesth announces that Count Andrassy yesterday assured the Diet that in all circumstances Hungary will act with Austria.

The Bank of England.

The *Times* says the drain of gold is subsiding. The amounts now on the way here from New York will go a long way to counteract the tendency of the pressure in the money market. The advance in the rate of interest at the Bank of England to five per cent. was a precautionary measure rather than a proof of the actual scarcity of money.

The Commercial Panic in England.

There have been thirty failures at the Stock Exchange during the war panic.

The depression in the Liverpool market is still very great.

Ship News.

The steamships Bremen and Baltimore, which recently arrived at Southampton, will discharge all of their cargoes there, and not attempt to reach Bremen at present. The Leipsic is now the only vessel of this line known to be at sea.

FROM WASHINGTON.

Decision by the Attorney-General.

Special Despatch to The Evening Telegraph.

WASHINGTON, July 29.—The Attorney-General will shortly make a decision that under the recent act of Congress all unexpended balances of appropriations remaining on hand at the close of the fiscal year must be conveyed to the Treasury.

The Campaign Assessment.

There is a great deal of swearing among the clerks in the departments to-day over the circular letter issued by the Republican Congressional Committee calling for contributions for the campaign. Many clerks have determined to appeal to the heads of their departments before paying the sum assessed upon them.

Support of Marine Hospitals.

The bill reorganizing the marine hospital service goes into effect next Tuesday. It provides that there shall be assessed and collected from the master or owner of every vessel engaged in the coasting trade, arriving from foreign ports and owned in the United States, the sum of 40 cents for every seaman employed on such vessel. The money is to be covered into the treasury and to be used for the marine hospitals.

The President's Movements.

It is said the President will visit Washington before his departure for the West next week, for the purpose of attending a meeting of the Cabinet and settling up some business requiring his attention.

FROM NEW YORK.

Murder in New York City.

NEW YORK, July 29.—Benjamin Nathan, brother-in law of Judge Cardozo, was murdered about midnight in his own room, at No. 12 West Twenty-third street. His body was discovered this morning with his head beaten to a jelly. The instrument used was a ship-carpenter's tool known as a "dog," made of iron. The room was covered with blood, presenting a sickening sight. A safe in the apartment was blown open and a quantity of jewelry stolen. A servant slept in a room adjoining that of deceased, and his two sons in another over him, but heard no noise. The deceased was fifty-six years old.

New York Produce Market.

NEW YORK, July 29.—Cotton dull; sales 4000 bales Uplands at 19¾c.; Orleans at 21¼c. Flour steady; sales 10 00 barrels State at $5 20@6 75; Ohio at $6@7 25; Western at $5 20@7 45; Southern at $6 15@9 50. Wheat firmer; sales 36,000 bushels No. 2 at $1 30@1 35; red Western at $1 55. Corn heavy; sales 29,000 bushels mixed Western at 97c.@$1 02. Oats heavy; sales 18,000 bushels State 55½@59c. Beef quiet and steady. Pork dull. Lard unchanged. Whisky dull at $1.

Baltimore Produce Market.

BALTIMORE, July 29.—Cotton dull and unchanged. Flour dull and weaker on low grades of old stock; Howard Street superfine, $6@6 50; City Mills extra, $7 25@8 25; other grades unchanged. Wheat dull; sales of new red at $1 40@1 70; white at $1 50@1 85; Western and Pennsylvania at $1 45@1 50. Corn—White, $1 25@1 28; yellow, $1 05@1 10; Western and mixed, $1 05; do. white, $1 20. Oats, 60c. for old and 56@57c. for new. Rye dull at 90c @$1. Mess pork, $31; Bacon firm; rib sides, 16c.; clear do., 18½c.; shoulders, 15½c.; hams, 26@26½c. Lard firm at 17½@18c. Whisky quiet at $1 02@1 03.

GENT.'S FURNISHING GOODS.

FINE DRESS, IMPROVED SHOULDER-SEAM PATTERN SHIRTS, MADE BY R. EAYRE, ONLY, [5 4 wfm4m8p 58 N. SIXTH St., below Arch.

FOURTH EDITION

NAPOLEON'S DOUBLE POLICY.

Rumors of Peace.

Trials of the Fenians.

Valor of General O'Neill.

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

Rumors of Peace.

LONDON, July 29.—Street rumors of successful negotiations between Lord Lyons and Duke de Gramont, at Paris, whereby the preservation of peace is assured, are again in circulation to-day. They are, however, generally not credited.

The War Panic

at the Exchange continues. Six more failures are announced to-day.

Reporting War News.

BERLIN, July 29.—The Government has recognized the Continental Telegraphic Bureau of Berlin as its official reporter. The Bureau's war bulletin will be posted throughout Germany. This establishment is the principal agency in Germany for supplying the New York Associated Press exclusively with news for the press of America.

Napoleon's Double Policy.

Bismarck has recently submitted to the Government at Florence proofs of Napoleon's double policy towards Italy.

Scarcity in Germany.

PARIS, July 29.—Food and forage are said to be scarce in Germany.

FROM THE DOMINION.

The Fenian Trials.

WINSOR, Vt., July 29.—General O'Neill and Colonel John T. Brown were arraigned before the United States Circuit Court this morning for violating the neutrality laws, and pleaded guilty. They were committed to prison to await sentence, which will be pronounced to-morrow morning.

General O'Neill, when asked whether he was guilty or not guilty, answered promptly, "Guilty." He was composed and gentlemanly in his deportment, and smiled when he made the reply.

Colonel Brown, when asked the same question, seemed much discomposed, and answered "Guilty, I presume, sir."

General J. J. Donnelly appeared by counsel, who stated that an affidavit would be presented to-morrow, setting forth his sickness as a cause for continuance. Colonel Hugh McGlanis not appearing to answer, his bail was declared forfeited, and the trial of Major Daniel Murphy was continued till the October term by agreement of counsel.

Captain John J. Monahan will be tried to-morrow morning, if he makes his appearance. Otherwise his bail will be declared forfeited.

FROM THE PACIFIC COAST

News Pilfering.

SACRAMENTO, July 29.—It has been evident for some time past that part of the news of the New York Associated Press has been stolen for the benefit of the opposition concern known as the American Press Association. Measures taken to discover the theft resulted last night in the detection of Van Valkenburg, manager of the Pacific Railroad Company's telegraph lines, in the act of pilfering news. Van Valkenburg was arrested, and will be subjected to whatever penalty the law and courts may apply.

FROM NEW YORK.

The Nathan Murder—Heavy Reward.

NEW YORK, July 29.—The Stock Exchange, of which Mr. Nathan was a member, have offered $10,000 reward for the apprehension of the murderer.

Ship News.

NEW YORK, July 29.—Arrived, steamship Morro Castle, from Havana.

KEY WEST, July 29.—The steamship Tybee arrived at St. Domingo July 20.

FROM THE SOUTH.

The Richmond Election.

RICHMOND, July 29.—Judge Guigon this morning gave a decision, ordering a new election for city officers in November, and deciding that the city offices are now vacant, and will be filled by appointments made by the Court.

PHILADELPHIA STOCK EXCHANGE SALES.
Reported by De Haven & Bro., No. 40 S. Third street

BETWEEN BOARDS.

$100	City 6s, New	100¾	100	sh Read R	c. 48 44
1200	do	100¾	100	do	b5. 48⅝
$5000	do	100¾	300	do	s. 2d. 48⅝
$1000	Leh gold L	89	300	do	s. b5&t. 48⅝
$1000	W Jer 6s	21	500	do	s. 2d. 48⅝
$10000	Union Cl bs.	6¼	100	do	b5&in. 48⅝
21	sh Mech Bank	32	100	do	s. 30 wn. 48⅝
100	sh O C & A R.	b5. 43¾	100	do	rg&in. 48⅝
100	sh Read	b60. 48⅝	100	do	c. 48 44
100	do	48 44	100	do	48 44
100	do	b30. 48⅝	200	do	s. 30. 48⅝
100	do	c 48 44			

SECOND BOARD.

$10000	Union C bs.	6¼	100	sh Read R	b15. 48⅝
$2000	do	6¼	100	do	b10. 48⅝
$2000	do	6¼	100	do	b30. 48⅝
$1000	do	7	100	do	b5 48 56
$12000	C & A m 6s, 89	85½	100	do	b5. 48 56
$5000	Harrisbg R 6s.	90	24	sh Penns R	57¾
$5000	do	90	30	sh C & A. R.	113½
75	sh Leh Nav	34	13	do	c. 113½
100	do	860. 34½	50	sh 13th & 15th St	22
100	do	s60wn. 34½	2	sh Com'l Bk	59¾
200	do	s60. 34½	100	sh Sch Nav Pf	16¾
100	do	s60. 34½			

MRS. R. DILLON, NOS. 322 AND 331 SOUTH STREET.

Ladies and Misses Crape, Gimp, Hair Pamela and Straw Round and Pyramid Hats; Ribbons, Satins, Silks, Velvets and Velvreteens, Crapes, Feathers, Flowers, Frames, Sash Ribbons, Ornaments, Mourning Millinery Crape Veils, etc. 1 4

THERE ARE MANY SOLDIERS AND Sailors, their orphans and widows, and their heirs, who have good claims for arrears of pay, bounty, prize money, commutation of travel or commutation of rations, which ought to be paid them.

In many such cases applications have been made, but remain unsettled for want of proof or from neglect, and frequently from incompetency of the agent who filed the claim. We will give advice to our comrades when written to for it or called upon, free of any charge, gladly.

ROBERT S. LEAGUE & CO.,
Attorneys for the Collection of Claims,
No. 135 S. SEVENTH Street, Philadelphia.

PENSIONS, PENSIONS.—ALL WOUNDED or disabled SOLDIERS, also the widows, children under sixteen, or dependent mothers and fathers of those who died in the service, or since discharge, of disease contracted in the service, who have not yet claimed a pension, should apply at once to ROBERT S. LEAGUE & CO., General Claim Office, No. 135 S. SEVENTH street. To secure back pension, claims must be made within five years from date of discharge or date of death. Long-standing or rejected claims promptly settled.

SOLDIERS, OR THEIR HEIRS, WHO WERE actually discharged for wounds, or injuries, or ruptures, and who are denied bounty because their discharges read "Surgeon's Certificate of Disability," can have a remuster so as to show them discharged for wounds, etc., and get their $200 bounty, on applying in person or by letter to R. S. LEAGUE & CO., No. 135 S. SEVENTH Street, Philadelphia.

REAL ESTATE AT AUCTION.

TRUSTEES' SALE.
ESTATE
OF THE
FREEDOM IRON AND STEEL COMPANY.

The undersigned, Mortgagees and Trustees under the mortgage of the FREEDOM IRON AND STEEL COMPANY, which bears date February 1, 1867, under and pursuant to a request and notice of creditors, given under the provisions of the said mortgage, for default of payment of interest,

Will sell at public sale, at the Philadelphia Exchange, on TUESDAY, the 27th day of September, A. D. 1870, at 12 o'clock noon, by

M. THOMAS & SONS, Auctioneers.

All the lands, tenements, hereditaments, and real estate of whatsoever kind and wheresoever situate and being of the said Freedom Iron and Steel Company, and all the buildings, machine shops, machinery, fixtures, forges, furnaces, grist mill, ore rights, stationary engines, saw mills, railroads and cars of every kind belonging to the said Company granted in mortgage by the said Company to us by the said mortgage, viz.:—

About thirty-nine thousand (39,000) acres of land in Mifflin and Huntingdon counties, Pennsylvania, on which there are erected extensive steel works, four (4) charcoal blast furnaces, and numerous shops and buildings, to wit:—

The property known as the Freedom Iron and Steel Works, in Mifflin county, Pennsylvania, comprising two hundred and eighty-nine (289) acres of land.

One (1) charcoal blast furnace, Bessemer steel converting house, hammer shop, rail and plate mill, steam forge, tyre mill, water-power bloomery, cast-steel works, foundry and machine shops, old forge, smith shop, carpenter shop, store with warehouse attached, mansion house, offices, 64 dwelling houses saw-mill, lime-kiln, stables and other buildings, with stationery engines, machinery, and fixtures.

Also, the property known as the Greenwood Ore Bank, in Union township, Mifflin county, containing 91 acres of land, and 20 dwelling houses and stables.

Also, the property known as the Week's Saw Mill, in the same county, containing 2352 acres of land, with mill and all the machinery and appurtenances thereof. With two small tracts of land in Derry township, Mifflin county, each containing about one acre, more or less, respectively known as the Cunningham and Ryan lots, and two small tracts of land, containing about one acre and one-fourth of an acre, respectively, known as the Hostetter lot, and the Stroup House and lot, in Union township, Mifflin county.

Also, about 17,400 acres of unseated lands, in Mifflin county.

Also, the right to take ore on the Muthersbaugh farm, in Decatur township, Mifflin county, at a royalty of 25 cents per ton.

Together with about 907 acres of land, in Huntingdon county, known as the Greenwood Furnace tract, with two charcoal blast furnaces, known as the Greenwood Furnaces, with engines and fixtures, with mansion house, 27 stables, carpenter shop, blacksmith shop, 82 dwelling houses, offices and store, one grist mill, with stable and buildings of every description, railroad and ore cars.

Also, the property known as the Monroe Furnace, in Barre township, Huntingdon county, containing about 179 acres of land, with nine dwelling-houses, stables, carpenter shop, smith shop, store and office building.

Also, about 17,200 acres of land, in Huntingdon county (of which 637 acres are seated and partly improved). Together with all and singular the corporate rights, privileges, and franchises of the said Company.

The foregoing properties will be sold in one parcel or lot, in payment of the bonds of the said Freedom Iron and Steel Company, amounting to $500,000, with interest from February 1, 1869, secured by the said mortgage to the trustees, under the terms of which this sale is made, the said mortgage being a first mortgage on the said property. The terms of sale of the property above described will be as follows:—

$2000 in cash, to be paid when the property is struck off. The balance to be paid in cash upon the execution of the deed to the purchaser.

The Trustees will also sell at the same time and place, and under the same request and notice of creditors, all the right, title, and interest of the Trustees, as mortgagees in trust, of, in, and to the following described properties, viz.:—

The property known as the Yoder Farm, in Brown township, Mifflin county, containing 158 acres, 124 perches, composed of two tracts as follows:—

Beginning at stone in road, thence by land of John D. Barr, north 53 degrees east, 102 5-10 perches to stone; thence by land of Joseph B. Zook, north 44¾ degrees west, 202 3-10 perches, to stone; thence by land of John Hooley, south 46¾ degrees west 102 1-10 perches, to stone; thence south 44¾ degrees east, 190 6-10 perches, to the place of beginning—containing one hundred and twenty-five acres and twelve perches net measure.

Also all that other certain tract of land adjoining above, beginning at stone in road, thence up said road, north 44¾ deg. west, 67 5-10 perches, to stone; thence by land of John Hooley, south 45¾ deg. west, 79 6-10 perces to stones; thence by land of David L. Yoder, south 42¾ deg. east, 66 8-10 perches, to stone in road; thence along said road and by land of Gideon Yoder, north 46¾ deg. east, 81 1-10 perches, to the place of beginning—containing thirty-three acres and one hundred and twelve perches, net measure.

The same being subject to mortgage given to secure bonds, amounting to $11,733 34, upon $3800 of which interest is due from April 1, 1869, and on balance of said bonds interest is due from April 1, 1868.

Also, the property known as the Williams farm, as follows:—

All that certain tract of land situate in Derry township, Mifflin county, Pa., bounded and described as follows:—

Beginning at a chesnut, corner of lands of Philip Martz, thence by lands of William Henney and Samuel McManamy, north 37 degrees west, 98½ perches, to a hickory; thence by lands of Samue McManamy, north 17 degrees west, 17 perches; thence by land of James M. Martin, south 75 degrees west, 22 perches, to a post; thence by land of Johnston Sigler, south 57 degrees west, 169 perches, to a hickory; thence by lands of Peter Townsend's heirs, south 37 degrees east, 91 perches, to stones; thence by land of heirs of John McDonell, deceased, and Mrs. McIlvain, north 60 degrees east, 98½ perches, to a post; thence by land of Philip Martz, north 70½ degrees east, 89½ perches, to the place of beginning—containing one hundred and seven acres and twenty-nine perches of land, and allowance.

This property is charged with a mortgage, given to secure bonds for $1